

AUGUST 1, 1952

# AUTOSPORT

1/6

EVERY FRIDAY

Vol. 5 No. 5

BRITAIN'S MOTOR SPORTING WEEKLY

DUNLOP

INTERNATIONAL  
RAC



## IN THIS ISSUE

RACING AT SILVERSTONE, GOODWOOD AND FAIRWOOD : BUGATTI O.C. 500 cc HILL-CLIMB CHAMPIONSHIP :  
ROAD TEST OF THE BRISTOL "401" : TOMORROW'S BIG BOREHAM EVENT : BANK HOLIDAY SPORT

JOHN BOLSTER • FRANCIS PENN • H. A. O'BRIEN • WILSON McCOMBE

**MINTEX** at the  
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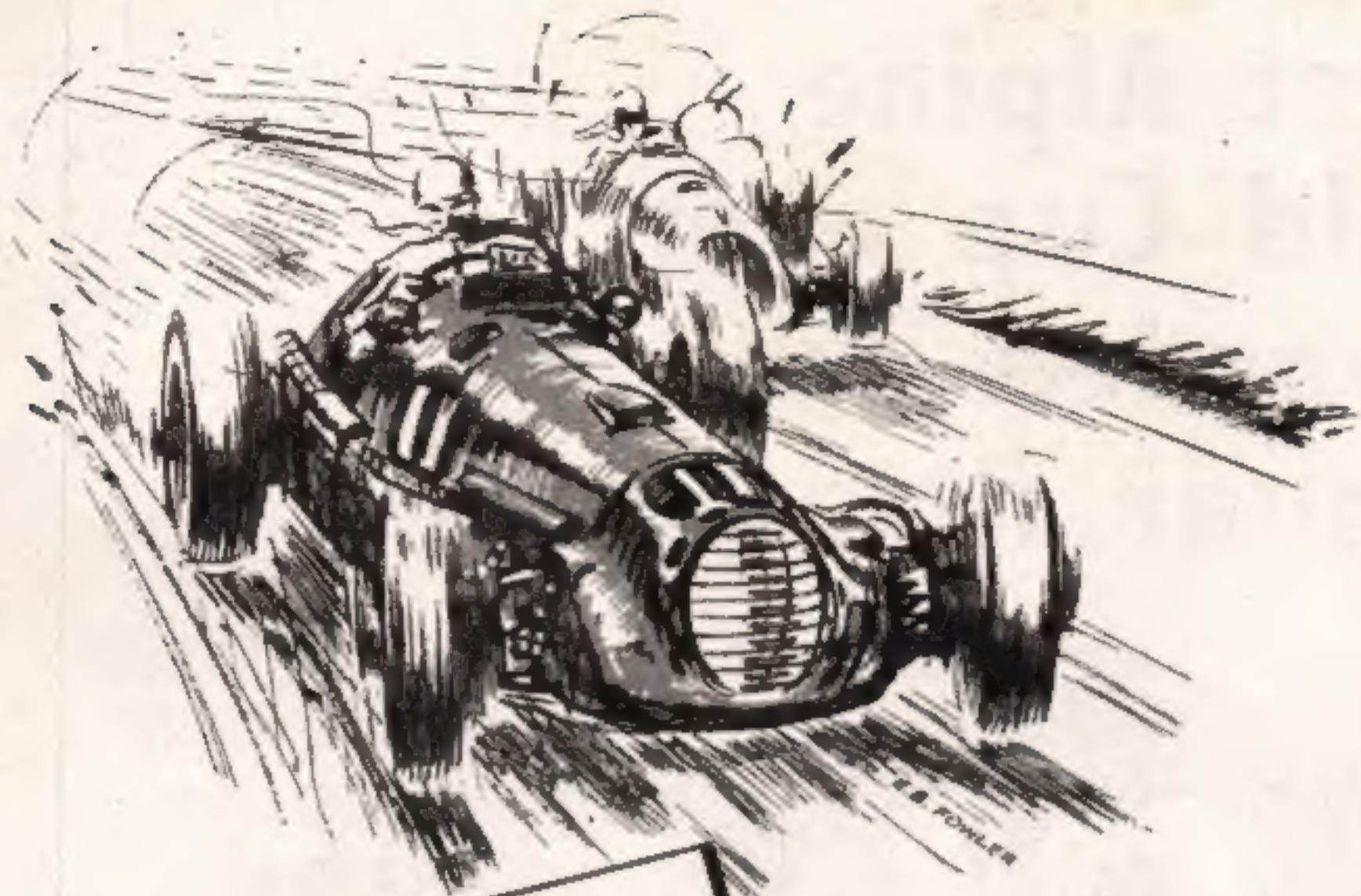
Won by:-

**MURRAY-FRAME, MIKE HAWTHORN AND STIRLING MOSS**  
THEY ALSO WON TWO TEAM PRIZES AND TOOK 1ST, 2ND AND 3RD PLACE RESPECTIVELY IN THE 2-LITRE CLASS

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(Subject to official confirmation)

# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 4

July 25, 1952

Managing Editor: GREGOR GRANT

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## CONTENTS

	Page
Sports-News . . . . .	132
Now for Boreham . . . . .	133
"500s" Only at Prescott . . . . .	134
67.868 m.p.g. by Javelin . . . . .	136
A.M.O.C. "Silverstone" . . . . .	137
North of Ireland Rally . . . . .	139
Wicken Welsh Champion . . . . .	140
Wharton Again! . . . . .	142
Correspondence . . . . .	143
Alpine Trial . . . . .	144
John Bolster Tests the Bristol, "40!" . . . . .	146
Members' Day at Goodwood . . . . .	149
Namur Formula 3 G.P. . . . .	150
News from the Clubs . . . . .	151
Midland Circuit Trial . . . . .	155
Yorkshire 24-Hour Rally . . . . .	156

## NOTICES

Published every Friday by AUTOSPORT  
159 Praed Street, London, W.2.

Editorial and General Office      PADDINGTON 7627  
Advertisement Department      PADDINGTON 7671-2

General Manager: PETER BAYLEY  
Advertisement Manager: NORMAN H. BIGSBY

Annual Subscription: £4 4s. 6d.  
Direct from the Publishers or all Newsagents.

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## EDITORIAL

ONE of the major sources of irritation to race-organizers is the clashing of dates. AUTOSPORT sympathizes with the Ulster Automobile Club who are making a great effort to return the Tourist Trophy to its pre-war status as an important International road-race, but find that the newly-established 24 Hours Race at Nürburgring may prevent the participation of hoped-for Continental drivers. Less than a week between big events attracting the same type of vehicle is too short by far. One can hardly grumble because the German national club is attempting to stage a new, long-distance road race on their matchless circuit; the blame for the close proximity of the date chosen, to that of the established T.T., must lie at the door of the F.I.A. who sanction the issue of International dates. After all, the Tourist Trophy is the world's oldest motor race, and the body of gentlemen which controls the world's motor sporting affairs should have considered the claims of the classic T.T., before sanctioning a date for which application was made as recently as last May.

ONCE again Great Britain has a major race-meeting. Following the lead of the *Daily Express* at Silverstone, the *Daily Mail* has given full support to the West Essex C.C.'s International event at Boreham tomorrow. The *News of the World* sponsors the B.A.R.C. "Nine Hours" at Goodwood, the *Scottish Daily Express* backs the S.S.C.C. Turnberry meeting, the *Daily Telegraph* supports several 500 c.c. meetings, and so on. Assuredly the financial co-operation of these newspapers is a necessity in staging an important race-meeting, and without their support it is questionable whether or not clubs would be able to find the money to pay for top-flight drivers, and foot the heavy bills for organization, publicity and all the other items which run away with funds. The publicity value of these big races is considerable, otherwise newspaper proprietors would not consider backing them. It is to be hoped, however, that in the struggle to attract "name" drivers, inducements are not offered which are out of all proportion to their ability—otherwise the cost of bringing Continental stars to this country might become prohibitive.

ONE cannot fail to admire the determination of Enzo Ferrari. Despite the comparative failure of his 4½-litre cars at Indianapolis, he already has five machines in the experimental stages, designed specifically to run on American fuel, with chassis adapted to Indianapolis conditions and with both 4½-litre unsupercharged, and 3-litre supercharged engines. Also, it is said that no longer will Maranello depend on the private owners for important sports-car races, and that a genuine "works" team will be raced in 1953. Ferrari is indeed a name with which to conjure in the world of high-performance machinery!

## OUR COVER PICTURE

**CLUB MEETING:** Although Formula and International Sports-Car Racing supplies the glamour, it is the club event which forms the backbone of British motor sport. This is a paddock scene during last Saturday's A.M.O.C. meeting at Silverstone.



**ITALO-AMERICAN:**  
The handsome new C-3 Cunningham, first of which has now been completed. Bodywork is by Vignale of Turin and the car sells for \$9,000 in U.S.A. It has a 4-carburettor, V-8 Chrysler engine. The B.S. Cunningham Co. are going into full production with this striking new sports-saloon.

## SPORTS-NEWS THE "AUTOSPORT" £200 CHAMPIONSHIP

Leston's Big Jump — Wicken Also Moves Up — Parker 17 Points in Lead

**BIGGEST** harvest of points last week-end was garnered by Les Leston who went home from Fairwood and Prescott with a bag of 19. George Wicken also did well, taking eight points for his win in the Welsh Championship race. John Coombs received six points for second place, and a bonus of two for his record lap.

Don Parker gained six valuable points, and has a clear 17 points lead over Leston. This week-end should see a tremendous struggle for points, with races at Boreham, Thruxton and Brands Hatch.

The position at the top of the points table is as under. R. G.

Bicknell (Revis) still leads the non-production-car class with nine points.

### Leading Places as at 29th July

Driver	Car	Pts.
1. Don Parker	Kieft	56
2. Les Leston	Cooper	39
	Leston Spl.*	
3. Stirling Moss	Kieft	33
4. Charles Headland	Kieft	31
5. George Wicken	Cooper	30
6. S. Lewis-Evans	Cooper	23
7. Ninian Sanderson	Cooper	22
8. Tom Leigh	Cooper	12
9. A. J. Nurse	Cooper	10
John Coombs	Cooper	10
W. Webb	Kieft	10
10. R. G. Bicknell	Revis†	9

\*Includes 2 points for non-series-car award.

†Eligible for non-series-car award.

## MOSS FOR BRANDS HATCH

### Big Entry for Bank Holiday Meeting

The August Bank Holiday meeting at Brands Hatch on Monday has attracted a wonderful array of Formula 3 talent, including such established stars as Kieft drivers Stirling Moss, Charlie Headland and Don Parker, and Cooper pilots Les Leston, the Gray brothers, Stuart Lewis-Evans, G. E. Thomas, Bill Whitehouse, Don Truman and Ninian Sanderson. Paul Emery and Harold Daniell are amongst the Emeryson entrants. John Habin and André Loens will handle Erskine-Stardex, and Bicknell has his fast Revis.

Continental opposition is provided by Frenchmen Jean Dabere (DB), Henri Morisi (J.B.), H. Bossaert (Bossaert Spl.) and F. Otterbein (Surva-Simca). Helmut Deutz and Kurt Ahrens from Germany have Scampolos, the Dutch Beels will be driven by Lex Beels and Pim

Richardson, whilst Paul Swaelens of Belgium brings his Cooper.

Main event is the Daily Telegraph International Trophy race, run in four 10-lap heats, and a 30-lap final. First race starts at 2 p.m.

### WHERE TO SEE VETERANS

After leaving Glasgow from 10.30 a.m. tomorrow, the cars in the R.S.A.C. Veteran Rally will go via Paisley (11-11.15 a.m.), Johnstone (11.30-11.45 a.m.), Howood (12-12.10 p.m.), Beith (12.30-12.45 p.m.), Dalry (1-1.15 p.m.), Kilwinning (1.30-1.45 p.m.), Irvine (2-2.15 p.m.), Loans (2.30-2.40 p.m.), Monkton (2.50-3 p.m.), Prestwick (3.10-3.20 p.m.), Newton-on-Ayr (3.30-3.40 p.m.) and Ayr (stop at County Buildings from 3.45-4.45 p.m.).

### CRIMOND—9th AUGUST

THE Aberdeen and D.M.C.'s Crimond race-meeting on 9th August has attracted an excellent entry. Included in the Formula 3 race are Don Parker (Kieft), Jack Reece (Cooper), Cliff Carter in the 1952 J.P., and Ninian Sanderson (Cooper). Other well-known names in the sports and *Formule Libre* events are Ron Flockhart (E.R.A.), J. Somervail (E.R.A.), Bill Black (Connaught), Jack Walton (Frazer-Nash), Ecurie Ecosse, Scott-Brown (M.G.) and R. G. Michel (Singer).

### RECENT CONTINENTAL RESULTS

#### CIRCUIT DE CAEN (Formula 2)

1. Maurice Trintignant (Gordini), 2 hrs. 15 mins. 34.4 secs. (134.984 k.p.h.);
2. Jean Behra (Gordini), 2 hrs. 16 mins. 11 secs.; 3. Louis Rosier (Ferrari), 2 hrs. 17 mins. 51.4 secs.; 4. Philippe (Ferrari), 7 laps behind; 5. Aunaud (D.B.-Panhard), 9 laps; 6. Bonnet (D.B.-Panhard), 9 laps.

Yves Giraud-Cabantous (H.W.M.) retired with a broken wheel-race when in fourth place.

#### RALLYE EVIAN MONT-BLANC

##### General Classification

1. Pouderoux/Quincieu (Citroën); 2. Monier (Peugeot); 3. Guiraud (Peugeot).

Over 3-litres: 1. Moffat (Jaguar); 2. A.V.-M. ("Pathfinder") Bennett and Mrs. Bennett (Jaguar); 3. Duracher (Hotchkiss); 4. Flower (Jaguar).

- 2-3-litres: 1. Hebrard (Salmson); 2. Mrs. Needham/Mme. Renaud (Lea-Francis); 3. David Price (Morgan).

1½-2-litres: 1. Pouderoux/Quincieu (Citroën); 2. Célérier/Sigrand (Aurelia); 3. Wuidart/Guilleldroit (Citroën).

- 1,101-1,500 c.c.: 1. Monier (Peugeot); 2. Guiraud (Peugeot); 3. Bajolle (Simca).

1,100 c.c.: 1. Georges (Porsche); 2. Epprecht (Porsche).

- 750 c.c.: 1. Besson (Dyna-Panhard); 2. Plantivana (Dyna-Panhard); 3. Mmes. Sigrand/Largeot (Renault).

Coupe des Dames: Mmes. Sigrand/Largeot (Renault).

# NOW FOR BOREHAM

**Full Details of Tomorrow's Big West Essex C.C. "Daily Mail" Meeting**

**TOMORROW,** Bank Holiday Saturday, the West Essex C.C. and the Motor Racing Company, under the sponsorship of the *Daily Mail*, will be staging the greatest meeting ever to have been held on the fast Boreham airfield circuit, near Chelmsford, Essex.

A four-race programme, encompassing Le Mans sports-cars, and Formula 3, 2 and 1 racing-cars, should provide full entertainment for holiday crowds, and this meeting will be "International" in the true sense of the word. Major interest will centre on the two S.R.M.s. to be driven by Gonzalez and Wharton in the 201-mile *Daily Mail* Trophy race for Formula 1 and 2 cars. They will meet opposition from three 4½-litre Ferraris in the hands of Luigi Villoresi, Louis Rosier and "Chico" Landi, from five 4½-litre Talbots, and from many fast Formula 2 machines which are running concurrently. Of these Mike Hawthorn's and other Cooper-Bristols, Poore and Downing in the Connaughts and a mixed bag of Ferraris, amongst them Franco Cortese from Italy, can all be relied upon to be well up amongst the Formula 1 cars, while Moss's E.R.A., enigmatic so far, may reveal better form this time. Maserati-Plateé will be represented by Baron de Graffenreid and Harry Schell.

Stirling Moss has a busy day ahead, for he is also driving the Kieft in the Formula 3 race, and a Jaguar in the race for Le Mans-type sports-cars. With the 500 c.c. race contested over 10 laps

only, a fierce struggle can be anticipated from the drop of the starting flag, with Moss, Parker, Brandon, Brown, Leston, Headland, Wicken and other half-litre stars well to the forefront.

A mass of 3½-litre Jaguars will be contesting the over 2-litre sports-car race with Baird and Tom Cole in Ferraris, Gale's Darracq, four Allards, and the lesser-powered Aston Martins. The under 2-litre race will bring Cliff Davis's Cooper-M.G. in conflict once again with the Monkey Stable's Lester-M.G.s for 1,500 c.c. honours, while Wharton, Crook and Salvadori should make the pace amongst the 2-litre cars.

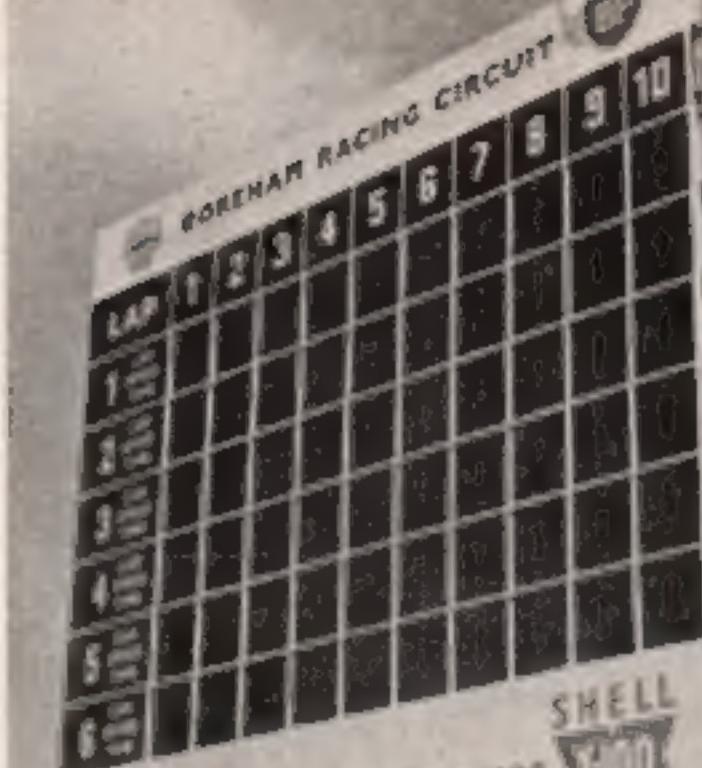
Improvements to the circuit at Boreham and to spectators' facilities have continued apace since the opening of the season for this meeting, and permanent, staggered pits, a giant new scoreboard and extensive loudspeaker service are amongst the amenities.

The meeting begins at 10.30 a.m., with the first half of the *Daily Mail* International 100 miles race for sports-cars of up to 2-litre capacity.

## BOREHAM ON THE AIR

B.B.C. Light Programme, 2nd August  
Raymond Baxter at the main grandstand. Robin Richards on the far side of the circuit.

2.55-3.10 p.m.—Commentaries on the start of the 200-mile race.  
3.58-4 p.m.—Progress Report.  
4.45 p.m.—Closing stages of the race.



*Britain's leading drivers use SHELL MOTOR OIL*

**INFORMATION DEPT.:** The giant 36 ft. high scoreboard at Boreham, provided by Shell-Mex and B.P., Ltd. It is linked with the timing box by telephone so that results can be flashed on to the board within 20 seconds of the finish of an event.

## BOREHAM ENTRIES

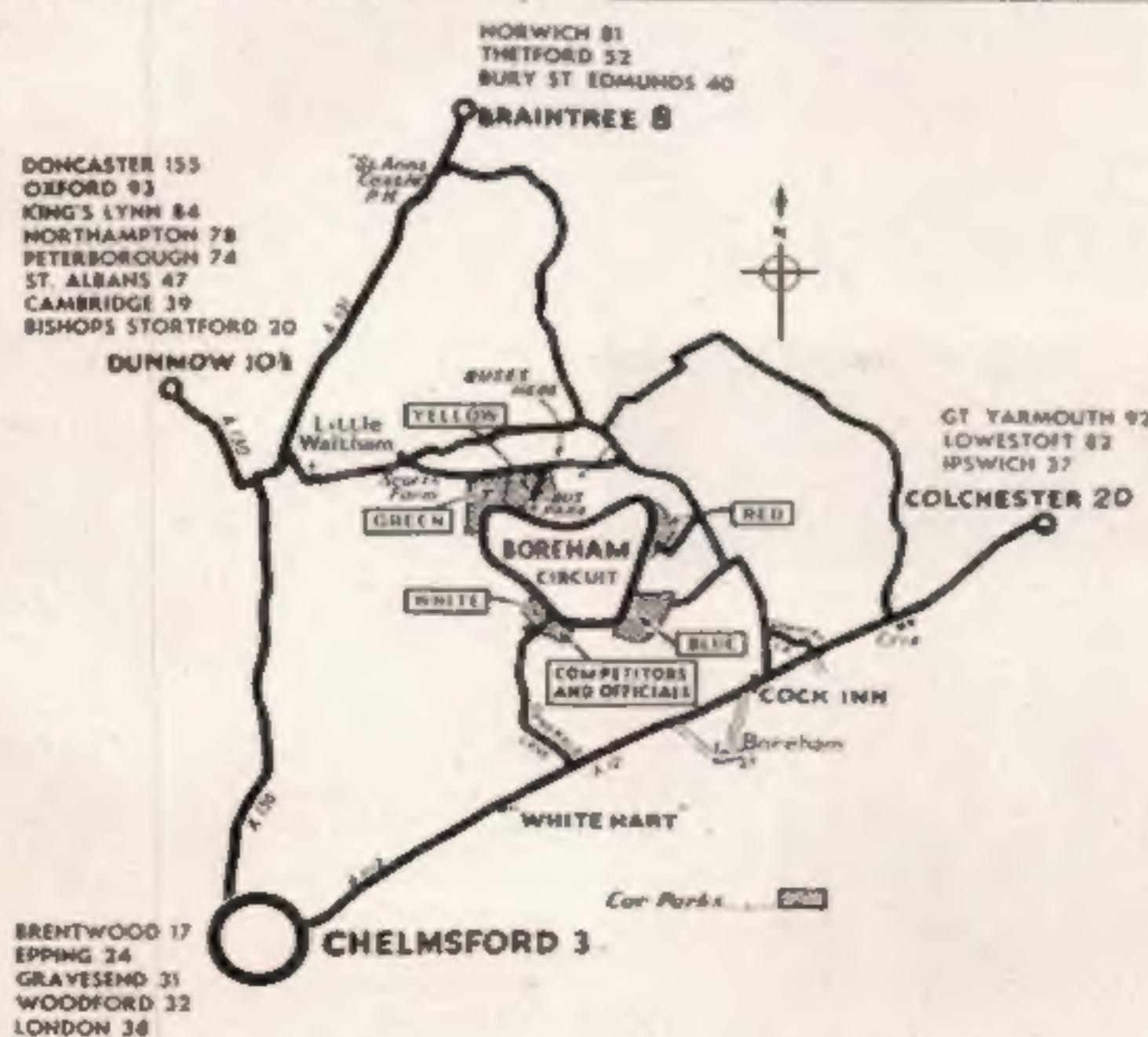
Race 1, 100 miles Sports-cars (up to 2,000 c.c.)  
G. le S. Metcalfe (Fiat), J. M. Starnawie (Morgan), A. Baker (M.G.), E. Heath (M.G.), J. C. Stocks (M.O.G.), P. Griffith (Lester-M.G.), J. C. C. Mayers (Lester-M.G.), C. Swain (Gowlett), B. S. Ashby (H.R.G.), J. T. K. Lins (M.G.), W. Lee (Connaught), W. Knight (M.G.), L. May (Aston Martin), F. C. Davis (Cooper-M.G.), G. Radstock (Lester-M.G.), E. Greenwood (M.G.), S. B. Wells (Riley), M. J. Allen (Lotus), R. W. Jacobs (M.G.), J. Kelly (Gowlett), K. Wharton (Frazer-Nash), T. A. D. Crook (Frazer-Nash), J. Beckwith-Smith (Frazer-Nash), A. D. Stevens (Lea-Francis), J. R. Snop (Frazer-Nash), E. Stapleton (Aston Martin), J. Lyons (Connaught), R. Salvadori (Frazer-Nash), R. Peacock (Frazer-Nash).

Race 2, Formula 3 (10 laps) E. Brandon, D. Truman, A. P. Hawthorn, A. Rippon, N. Pugh, R. Bell, L. Leston, D. Beauman, A. Bryde, G. Wicken, R. Mackay, G. H. Newlands, A. Brown, A. J. Nurse, R. Sprackley, J. Cooper, D. H. Gray, J. W. Burrows (Cooper), S. Moss, J. F. Westcott, W. Webb, D. Parker, C. Headland, D. Anscombe (Kieft), P. Richardson, L. Beels (Beels), R. D. Brown, D. Taylor (Armstrong), R. G. Birkett (Riley), F. R. Emery, H. L. Williams (Unicrossional), K. W. Smith (Dennis 500), J. Habbin, A. Loens (Erskine-Storden), D. W. Powell Richards (Kieft or Cooper), Reserves: C. Heyward, J. Russell, R. K. Tyrell (Cooper), C. Jones (Tiger Kitson), V. J. Penn, L. Wood (G.B.S.A.), O. G. Smith (Kent-Smith).

Race 3, 100 miles Sports-cars (over 2,000 c.c.)  
R. Parnell, G. Abecassis, P. Clark (Aston Martin), W. D. R. Lamb, H. Kemp-Place, D. S. Boston (Healey), W. R. Baird, T. Cole (Ferrari), S. Moss, I. Stewart, Sir J. Scott Donald, W. H. Black, J. Swift, D. H. C. Hall, S. J. Bowler, D. Russell, F. D. Hamilton, W. Dobson, J. Costa, L. G. Johnson, H. Howorth, M. Head (Jaguars), J. Goodwin (Lancia), C. L. Devereux, K. Watkins, I. Titterington, A. Bryde, W. J. Jacobs (Allard), G. Gale (Darracq).

Race 4, 201 miles Formula 1 and 2 (87 laps) F.I.: L. Villoresi, L. Rover, F. Landi (Ferrari), J. F. Gonzalez, K. Wharton (B.R.M.), E. Chaboud, Y. Grand-Clement (P. Etancelin), P. Levegh, A. Crocco (Alfa), J. Kelly (Alfa), A. G. Whitehead (Z.R.A.), J. D. Griffin (Maserati). Reserves: O. Moore (H.W.M.-Jaguar), G. Dunham (A.N.F.), J. James (Maserati), F.I.: S. Moss (E.R.A.), E. Brandon, A. Brown, J. M. Hawthorn, A. Lyons, D. Murray, J. Barber, A. Bryde (Cooper-Bristol), T. A. D. Crook (Frazer-Nash), R. D. Poore, K. Downing (Connaught), F. Cortese, W. R. Baird, W. Dobson, P. Whitehead (Ferrari), S. King or G. Dunham (Rover-Mansfield), Baron de Graffenreid, Harry Schell (Maserati-Plateé). Reserves: R. C. Willis (BMW-Bristol), O. E. Simpson (Alfa), H. A. Richards (H.A.R.).

**HOW TO GET THERE:** The Boreham circuit in Essex is situated centrally between Braintree, Colchester and Chelmsford, 36 miles from London.



# "500's" ONLY

was joyous to hear, and brought back memories of the howl of Scott racing motor-cycle engines.

First event was for non-production cars and was opened by Jack Moor (Wasp-Norton) with a rousing 48.81 secs. Then followed D. H. Phillips in the ex-Lord Strathcarron Marwyn (49.09). B. Hutchison in Lex Beel's orange car did 48.57, a time which his compatriot Pim Richardson lowered to 48.03. T. J.

**RECORD-BREAKER:** (Left) Les Leston (Cooper-Norton) coming out of Orchard Corner.

LAST Sunday's International 500 c.c. Hill-climb Championship, organized by the Bugatti O.C., was an unqualified success, and will almost certainly become an annual affair. Driver of the day was Les Leston (Cooper-Norton), who not only made B.T.D., but shattered Clive Lones's existing 500 c.c. course record no less than three times. Lones himself was involved in an accident during practice when Tiger Kitten hit the bank in the Semi-circle. His injuries necessitated 15 stitches in his head, but the popular Clive is progressing favourably.

Stirling Moss's gremlins were out in force again, his own Kieft being wrecked in a crash at Fairwood. However, once again Derek Annable came to the rescue and lent Moss his Kieft; Annable, Gregory and Moss all drove this hard-worked machine, and Stirling managed to record second B.T.D.

The standard of driving at this meeting was remarkably high, the 47 secs. mark being cracked by nine competitors, including the pilot of a non-series-built car, T. J. Clarke and his fine little C.B.P. (46.98 secs.). An International flavour was provided by Helmut Deutz (Scampolo-DKW) from Germany, and Dutch drivers Lex Beel, B. Hutchison and Pim Richardson (Beels). The "tearing calico" note of the Scampolo



Clarke's climb was a model of perfection, the black C.B.P. sounding very useful.

Curiously enough, the "Juniors" event included the name of Les Leston, competing in his very first hill-climb. His Beart-tuned, Norton-powered Cooper streaked up the tortuous hill to record 45.27 secs, knocking .37 secs. off Lones's existing class record. Later in the day, Leston broke the Lones record a couple of more times, earning him nine bonus points in the AUTOSPORT £200 Championship.

Other "juniors" were Don Parker (Kieft-J.A.P.) and Stuart Lewis-Evans (Cooper-Norton), whose first efforts resulted in 48.40, and 47.54 respectively.

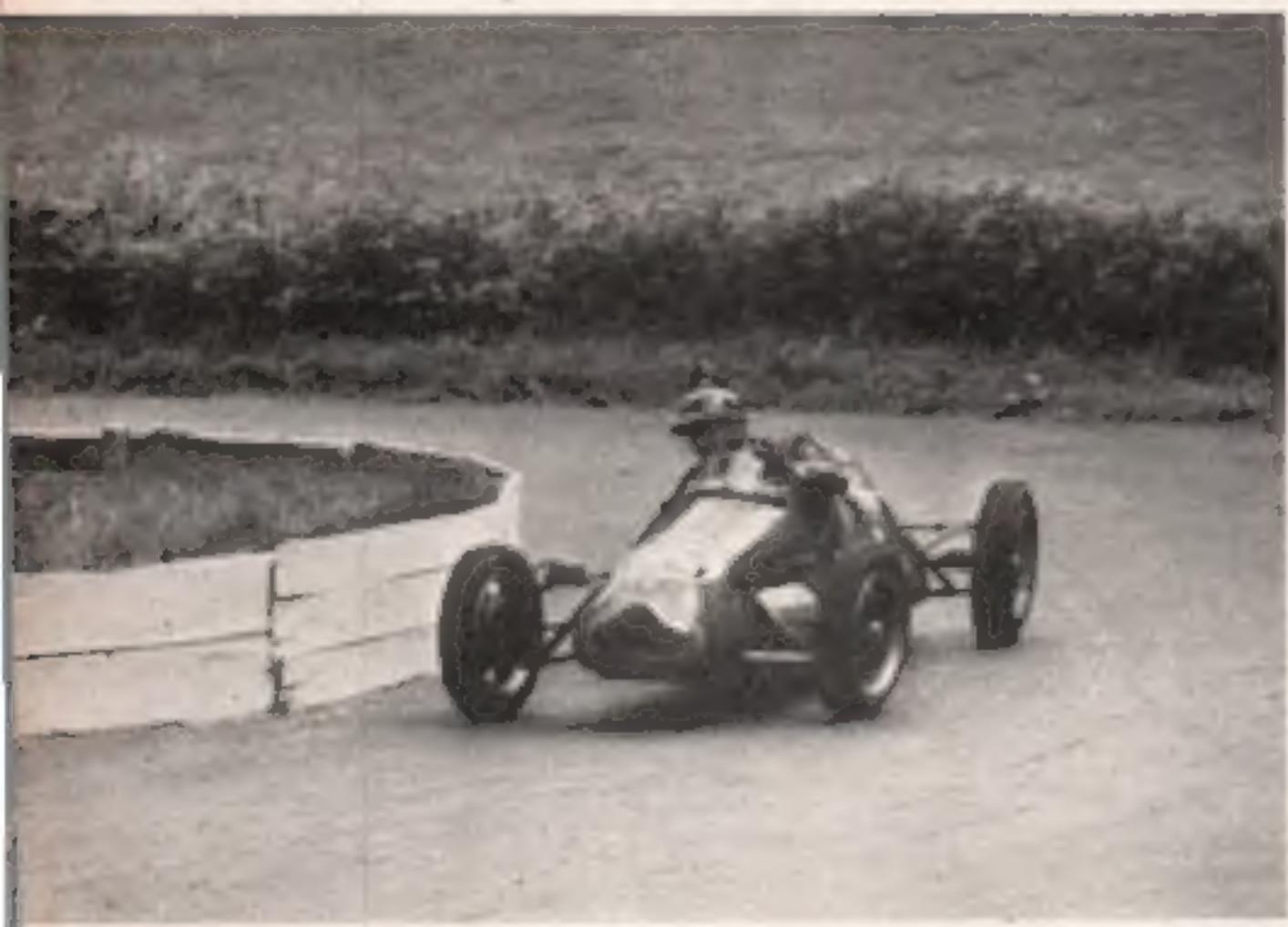
Tom Leigh (Cooper-J.A.P.) put up a terrific climb to win the "Senior" event with 46.28. Stirling Moss's initial run



**KERB-SHAVING:** N. B. Johnson, in Michael Christie's Cooper-J.A.P., takes it close in at Pardon.

# AT PRESCOTT HILL-CLIMB

**Les Leston (Cooper-Norton) Sets New Formula 3 Record—Stirling Moss (Kieft-Norton), Runner-up**



**ORCHARD:** (Above) Don Truman (Cooper-Norton) on the tricky first bend at Prescott.

**TWO-STROKE:** (On opposite page, above left). Helmut Deutz from Germany, cornering at Pardon Hairpin with the ear-splitting, D.K.W.-powered, water-cooled Scampolo.

**DRIVER'S VIEW:** (Right) The Esses as seen by the competitor. This is Dutch driver Pim Richardson in his Beels-J.A.P.

gave him 47.70 secs., and the engine not sounding too healthy. His second run was accomplished in 46.97 secs., but this was bettered by the Scottish driver, Ninnian Sanderson (Cooper-J.A.P.) who returned 46.39. Mervyn Kearon (Cooper-J.A.P.) was excellent with 46.46, whilst J. Ebdon conducted his black Iota up in 46.89.

Great Britain, represented by Stirling Moss and Michael Christie (Cooper-J.A.P.) won the triangular International match, Moss getting down to 46.64, and Christie 46.65. In the manufacturers' challenge match, Leston and Sanderson scored a victory for Coopers against Kieft (Moss and Parker) and Iota (I. L. Bueb and J. F. Ebdon). Leston also won the open challenge match with 46.09, and Moss got down to 46.24 to return second B.T.D.

During the day, ascents were made by Nicholas Moor in the tiny Wasp Replica, Peter Stubberfield in his famous "2.3" Bugatti, and side-car exponents Pip Harris and Bill Boddice in their Nortons. Master Moor's time of 83.38 secs., is, of course, a record for the class—under 100 c.c.!

Amongst the more unfortunate folk was the new champion of Wales, George Wicken, who bent his Cooper near Allard's Gap during his one and only practice run. The Annable Kieft which originally ran with a somewhat disreputable, borrowed exhaust pipe, went

*Continued on page 136*

**ALLARD'S GAP:** (Left) Mervyn Kearon (Cooper-J.A.P.) passing the spot where Sydney Allard did his famous disappearing act near the top of the hill.





## 67·868 m.p.g. with a JAVELIN

**Remarkable Consumption Figures in successful "News Chronicle" Fuel Economy Rally**

**THE News Chronicle** Fuel Economy Rally, jointly organized by Cheltenham M.C. last week-end, produced some extraordinary figures of fuel consumption for the 800 miles or so road section. The closed car winner, Gordon Wilkins (Jowett Javelin), achieved nearly 68 m.p.g., whilst Joe Lowrey (Morgan), the open class victor, returned 57.8 m.p.g.

Wilkins's car was prepared with a great deal of thought. Wheels were balanced to a state of near-perfection, the thinnest possible oil was used, whilst

to defeat still further rolling resistance, inordinately high tyre-pressure were used. Coasting wherever possible, Wilkins was nearly exhausted by the end of the event, with hand continually on the gear lever, and keeping a constant vigil for every possible way to save fuel and still average the required 29 m.p.h.

The novice's award went to Miss Jennifer Whitehall (Renault)—a real novice, for her car carried "L" plates. She averaged over 59 m.p.g., with her father as co-driver. A. D. C. Gordon

Gordon Wilkins and A. S. Lamburn with their winning 67.8 m.p.g. Jowett Javelin.

used the event to run in his new Morgan.

Organization was first-rate throughout, and contact between H.Q. at Cheltenham and competitors was maintained by two-way radio on travelling marshal Jack Readings's Vauxhall. Cars were sealed at the start, and after refuelling, by taping and the use of "Prestik."

Amongst the excellent consumption figures obtained, M. G. H. Cadbury's 40.68 m.p.g. with a 25 h.p. Wolseley is worth recording. Best of the Morris Minors was M. A. Reid's 1951 car, which averaged 63.692 m.p.g. The figures obtained in this event will doubtless lead to an even greater entry next year for what will assuredly become a highly popular and educative contest.

### RESULTS

#### Closed Cars

1. Gordon Wilkins (Jowett Javelin), performance index 92.99, actual fuel consumption, 67.868 m.p.g. 2. M. A. Reid (Morris Minor), 63.692 m.p.g. 3. Jim Readings (Morris Minor), 63.404 (62.965 m.p.g.).

#### Open Cars

1. J. Lowrey (Morgan Plus Four), 50.454 (57.8 m.p.g.). 2. J. V. S. Brown (H.R.G.), 42.87 (54.6 m.p.g.). 3. A. C. Hobbs (Morgan), 77.802 (59.642 m.p.g.). Team Award: Morgan—Hobbs, Lowrey and M. Gunn.

Best Cheltenham M.C. Member (Closed Cars) Wilkins. (Open Cars) Hobbs.

Best C.M.C. Member (driving within 10 miles of boundary) (Closed Cars) Readings. (Open Cars) F. Delapena (Fiat), 77.22 (57.5 m.p.g.).

Best Lady Competitor Miss E. G. Lee-Norman (M.G.), 40.298 (33.9 m.p.g.) (Closed Cars).

Best Pre-war Car (Closed) "The Minoo Boy" (Rover 10, 1931), 46.04 (33.3 m.p.g.). (Open) Hobbs.

Best Rider P. F. Green (1), 70.598 (40.2 m.p.g.).

Best Roots-produced Car P. G. Cooper (Gilmour Mini), 67.878 (44.042 m.p.g.).

Best Novice Miss J. Whitehall (Renault), 78.467 (59.154 m.p.g.).

Best Fuel Consumption Wilkins (Javelin), 67.868 m.p.g.

### INTER-CLUB TREASURE HUNT

ON 1st August (tonight) the Mid-Cheshire C.C. are holding an Inter-Club Treasure Hunt, starting at the White Barn Hotel at 7.30 p.m., and finishing with a Flannel Dance at the Lodge Hall, Oulton Park, Little Budworth, near Tarporley. Dancing to 1 a.m. Bar open to midnight. Refreshments at moderate prices; 2s. 6d. only to go to the Dance, pay at the door.

A team of four M.C.C.C. members will compete against teams from other clubs. The event will be run on a minimum mileage basis, and prizes will be awarded for the best individual performance, irrespective of whether the competitor is a team member or not, and there will also be a prize for the best team.

### M.G.C.C. (MIDLAND CENTRE)

AN entry of 33 cars was received by the M.G.C.C. (Midland Centre) for their Club Day on 20th July. Driving tests, a 40-mile navigational run and a quiz were included, finishing up with an informal party in the grounds of the Lyttelton Arms Hotel, Hagley.

#### Prescott—continued

much faster when the original chromium pipe was replaced. Leston's "double-knocker" Norton had a 2 ft. extension to its exhaust pipe to take the place of the megaphone.

Altogether an interesting and enjoyable meeting, and still another triumph of smooth organization for Bruce Leadbetter, Roy Taylor, R. M. Blomfield and the other B.O.C. stalwarts.

#### PRESCOTT RESULTS

##### BUGATTI O.C. 500 c.c. HILL-CLIMB CHAMPIONSHIP

**Best Time of the Day:** Les Leston (Cooper-Norton), 45.27 secs. (New Formula 3 record).

**Runner-up:** Stirling Moss (Kieft-Norton), 46.24 secs.

**Third:** Tom Leigh (Cooper-J.A.P.), 46.28 secs.

**Fourth:** Ninian Sanderson (Cooper-J.A.P.), Don Parker (Kieft-J.A.P.), 46.39 secs.

#### Non-Production Cars

1. T. J. Clarke (C.B.P.-J.A.P.), 46.98 secs. 2. Pitt Richardson (Beach-J.A.P.), 46.03 secs. 3. B.

Hutchison (Beach-J.A.P.), 46.51 secs. 4. Jack Moore (Wasp-Norton), 46.81 secs..

#### Junior Challenge Match

1. Les Leston (Cooper-Norton), 45.27 secs. 2. Michael Christie (Cooper-J.A.P.), 47.06 secs. 3. T. J. Clarke (C.B.P.-J.A.P.), 47.21 4. S. Lewis-Evans (Cooper-Norton), 47.54.

#### Senior Challenge Match

1. Tom Leigh (Cooper-J.A.P.), 46.28 secs. 2. Ninian Sanderson (Cooper-J.A.P.), 46.39. 3. Mervyn Keaton (Cooper-J.A.P.), 46.46 secs. 4. Dick Richards (B.S.-J.A.P.), 46.81 secs.

#### International Match

1. Great Britain (Stirling Moss, Michael Christie), 93.29 secs. 2. Holland (B. Hutchison, P. Richardson), 96.14 secs. 3. Germany (Heinrich Deutz, K. Ahrens (Scammonds)), 97.71 secs.

#### Inter-Zone Challenge Match

1. West and North London (Mike Leston), 139.02 secs. 2. Wales and West of England (D. Ebdon (Goto), D. Bodkin-Jones (Kieft)), 141.44 secs. 3. N.W. England (Tom Leigh (Cooper), Mervyn Keaton (Cooper)), 142.10 secs.

#### Manufacturers' Challenge Match

1. Cooper (Les Leston, Ninian Sanderson), 91.28 secs. 2. Kieft (Don Parker, Stirling Moss), 91.01 secs. 3. Iota (L. L. Bush, J. F. Ebdon), 93.65 secs.

#### Open Challenge Match

1. Les Leston (Cooper-Norton), 46.09 secs. 2. Stirling Moss (Kieft-Norton), 46.24 secs. 3. Don Parker (Kieft-J.A.P.), 46.40 secs. 4. Michael Christie (Cooper-J.A.P.), 46.57 secs. 5. Tom Leigh (Cooper-J.A.P.), 46.62 secs. 6. Ninian Sanderson (Cooper-J.A.P.), 46.94 secs.



## A.M.O.C. "SILVERSTONE"

B. Baxter Wins St. John Horsfall Memorial Trophy—Clean Sweep by 750 Club in Relay Race

The Aston Martin O.C. can always manage to put on an event which provides a grand day's sport for the owners of almost any type of sports-car. Chief event of the day at Silverstone last Saturday was the St. John Horsfall Memorial Trophy which this year went to B. Baxter in his 1946 2-litre. Amongst the more modern Epsom products taking part were a trio of DB2s and George Abecassis's DB3 which, of course, was on the scratch mark.

That Holland Becketts' 750 cc. formula is now a success was proved by the presence of a large number of these ingenious little cars in Heat 1 of a 10-lap handicap. This was won in a photo-finish by R. H. Crimmins from J. Davidson in last year's Lotus ones.

One-fifth of a second separating the two cars with Arthur Mallock very close behind.

Heat 2 went to Ernest Stapleton (Aston Martin), who fought off a close challenge by G. C. McDonald in the 4½-litre Bentley, whilst B. Baxter's Aston took Heat 3.

Folk up at Becketts saw some remarkable cornering by E. Taylor in his Ford eight-engined Austin, who had a thrilling battle with A. Randall (Riley) to win by two-fifths sec. Taylor's o's wheels were at borne for most of the passage through the corner but this didn't appear to cause him any concern whatsoever.

However, Randall turned the tables in the final, and won by more than 5 secs from the fleet little Austin with Mallock third and Eric Stipis in a gap-an-

**CONTRETEMPS** Whilst T. Blackham (M.G.), who started the fun and games has a grand-stand seat, P. Strawson (Binger) and R. Pannell (Riley) play catch-as-catch-can at Woodcote.

fourth, tearing through the field in his efforts to get to grips with the long handicap men.

The five-lap Ladies' Handicap had eight starters, with Nancy Mitchell (Allard J2) scratch, giving 15 secs away to Mrs. Howerd (DH2 Aston Martin), and 35 secs to Betty Stapleton (Aston Martin). It was Jean Bode (H.R.G.) who made the running, chased by Hazel Williams (Lotus VI) and Betty Stapleton. The last named, however, took 14 secs a lap off the 1 min. 5 secs she conceded to Miss Bode, and caught her on the last lap. Mrs. Mitchell's task was too formidable, and she just failed to catch Miss Williams in the Consul-powered Lotus. All drove remarkably well although the expression on Colin Chapman's and Nigel Allen's faces when Miss Williams made a "queer" gear change was worth seeing.

It was a 750 club day in the relay race for the David Brown Trophy, the Club occupying the first three places. Apart from Taylor's quite fantastic cornering the other highlights were the broadsides of Bob Freeman Wright's big Lagonda, the unbelievable angles assumed by Escott's TD M.G., and the exciting bend-work by Arthur Mallock.

George Abecassis's task in the 15-lap St. John Horsfall Trophy race was more than formidable, the nearest handicap to his DB3 being Peter Clark's 1 min. 45 secs, with the Le Mans DB2. However Abecassis put on an exhibition of how to drive a motor-car, and actually over-hauled 24 cars, many of them two or three times, to finish seventh at what must have been a very high speed.

Baxter drove his 2-litre admirably and



**EMBRACING ACT?** No—merely E. Smith (Bentley) handing over the dash to J. A. Williamson (Bentley) in the relay race for the David Brown Challenge Cup.

**A.M.O.C. Silverstone—continued**

thoroughly deserved his win. Amongst the very fast folk was P. Stewart who came through to third place from the 2 mins. 50 secs. mark. A gentleman named V. Sykes did some remarkable things with a DB2, but to the astonishment of onlookers (and probably to himself) stayed on the road. Jack Walton, unfamiliar in a DB2, drove very fast, then took it quietly for a bit, only to speed up again towards the end. P. Attwood's 1923 "Razor Blade" unhappily packed up, but F. Ellis's 1922 "GP" kept going round.

**RENT L.T.S.****10-lap Handicap**

Heat 1 (750 Formula), 1. R. H. Grimes (Austin), 17 mins. 11 secs. (56.04 m.p.h.). 2. J. Davidson (Lotus), 17 mins. 33.2 secs. 3. A. N. B. Mawick (Austin), 17 mins. 13.8 secs. 4. L. West (Austin), 5. D. Lincoln (Austin). Pastore Imp. West 1 min. 18 secs. (59.07 m.p.h.)

Heat 2 & 3, Ernest Stapleton (1.964 Aston Martin) 60 secs. 14 mins. 48.2 secs. (68.25 m.p.h.). 2. G. O. McDonald (Bentley), 70 secs., 14 mins. 50.4 secs. 3. P. Stewart (Aston Martin), 70 secs., 14 mins. 51.6 secs. 4. J. Walton (Foster-Nash), 80 mins. 54.6 secs. 5. J. Webb (Turner Sp. 31) 80.

Heat 3c 1. B. Baxter (1.940 Aston Martin), 2 mins. 40 secs., 16 mins. 55.4 secs. (63.34 m.p.h.). 2. D. Edwards (1.496 Aston Martin), 4 mins., 17 mins. 16.2 secs. 3. A. Staniforth (1.940 Aston Martin), 3 mins. 10 secs., 17 mins. 21.7 secs. 4. R. Mennell (Austin Martin), 4 mins. 20 secs. 5. John Chung (Talbot 104), 2 mins. 30 secs.

Heat 4 & 5 1. P. Taylor (1933 Austin), 5 mins. 50 secs., 16 mins. 38.6 secs. (56.83 m.p.h.). 2. A. Randall (Riley), 3 mins. 30 secs., 16 mins. 59 secs. 3. N. S. Alen (1.499 Lotus VI), 1 min. 4. S. Mitchell (M.G.), 3 mins. 50 secs. 5. P. Scarfe (Ford Sp.). 2 mins. 10 secs.

Final 1. A. Randall (Riley), 3 mins. 50 secs., 17 mins. 12.4 secs. (55.40 m.p.h.). 2. P. Taylor (1933 Austin), 3 mins. 40 secs., 17 mins. 17.8 secs. 3. A. N. B. Mawick (747 Austin). 4. E. Stapleton (Aston Martin). 5. A. Staniforth (Aston Martin). 6. P. Stewart (Aston Martin).

**Ladies' Race (5-lap Handicap)**

1. Betty Stapleton (Aston Martin), 15 secs., 1 min. 42 secs. (63.33 m.p.h.). 2. Jean Bode (1.R.G.) 1 min. 40 secs., 8 mins. 49.2 secs. 3. Hazel Williams (Lotus VI), 25 secs., 8 mins. 51 secs. 4. Nancy Mitchell (Allard 3D), 25 sec., 8 mins. 57.4 secs.

**15-lap Handicap (Aston Martin)  
For St. John Horrell Memorial Trophy**

1. B. Baxter (2-litre), 5 mins. 15 secs., 27 mins. 40 secs. 2. R. Staniforth (Le Mans), 6 secs., 28 mins. 7.6 secs. 3. P. Stewart (Speed Model), 2 mins. 50 secs., 28 mins. 14 secs. 4. R. Mennell (International), 7 mins. 45 secs., 28 mins. 15.4 secs. 5. L. Marr (Ulster), 7 mins. 15 secs. 6. P. Scarfe (International), 5 mins. 15 secs. 7. George Attecaavis (DB3), 25 sec.

**HORSFALL TROPHY** winner B. Baxter (2-litre Aston Martin) leads W. Fowler's Le Mans model in the 15-lap handicap race

**Town Race (David Brown Trophy)**

1. 750 Club, E. Davidson (Lotus 11), Alden (plus VI) and Stephens (Stoneham), 2. 750 Club, "C" (Howes, Gina and Lincoln (Austin)). 3. 750 Club, "D" (Tideman, Grunsky and Weas). 4. Bagnoli O.C., Green, Mrs. Gibbs and Buley (H.R.G.).

**5-lap Handicap**

1. Chris Sears (Frazer Nash) 11 mins. 13.8 secs. (44.49 m.p.h.). 2. Stanforth (Aston Martin), 4 mins. 19.2 secs. 3. Taylor (Austin). 4. Mallock (Austin). 5. Mrs. Mitchell (Allard). 6. R. Green (H.R.G.).

**TOP LADY:** (Left) Betty Stapleton in Ernest's famous 2-litre Aston Martin on her way to victory in the 5-lap Ladies Handicap.

**VICTORS.** (Below) Mrs. John Weyer presents the David Brown Cup to "Steve" Stephens of the winning 750 Club team. Dudley Coram is on the right.



# NORTH OF IRELAND RALLY

**McKinney (Dellow) Defeats Todd (Humber)**  
**in Well-Supported N.I.M.C. Event**

THE North of Ireland M.C.'s third annual Rally last Saturday was won by the popular Citroën driver, Robin McKinney, who on this occasion was handling the ex-Hyde unblown Dellow. In an event won on 11 "tight" special tests rather than on the road section, Wilbert Todd, twice winner of the premier award, had chosen to use his Humber instead of his short-wheelbase A40 special, and consequently bade farewell to the perpetual trophy by the narrow margin of 6.4 points. One of the finest efforts in the rally was that of A. Hutchinson, who made the best performance of his class in four tests and took a class third in his Morris 8 h.p. saloon.

Sixty starters left Belfast and Londonderry early in the morning to join forces at Knockloughrum, north-west of Lough Neagh, with a set minimum average of 30 m.p.h. Having missed his way, Malcolm MacGregor (TCI) had to do a little dicing to clock in on time, and Harry Torney wielded no mean spanner to change a head gasket on the "Torrey Terror" en route. Mrs. Stuart, too, had her worries, finding a dud magneto on her Ford Special five minutes before the start. A speedy changeover to coil ignition was instituted, and she pressed on to win the Ladies' Trophy.

After Knockloughrum the set average dropped to 25 m.p.h. as the field entered rougher country and took part in the first test at Curran, which entailed reversing round a pylon. Climbing into the Sperrin Mountains they next tackled a further spot of reversing at a loose-surfaced hairpin near Mount Hamilton where C.F.C. Lindsay set the fastest time in his blown Dellow, and Hutchinson

(Morris) came to the fore with the best time in his class.

The rough track over Barnes Gap led to Scotchtown and one of the most difficult tests—circling a pylon at a crossroads so narrow that even the TD MGs had to reverse four or five times. Bob Caldwell (Sunbeam-Talbot) managed with only one, whilst McKinney and Todd headed the sports and specials classes. Then the inhabitants of a tiny village called Mountfield were given a thrill as the competitors shot in and out of "boxes" in the main street, several coming close to the distinction of a Dellow in the drawing-room. Again McKinney and Todd led their respective classes, while the police (two club members!) looked on with approval, and those villagers with an upstairs decided that it would be safer there than down stairs.

Eight miles more brought the participants to Omagh, where their cars were put in a *pure fermier*, enabling them to lunch in comfort. Many, however, spent most of the break discussing the next section, a tricky bit of map-reading to Tullintrais crossroads, south of Claudy. At the crossroads test, much excitement was provided by their efforts to turn in the narrow roads, especially when F. Kernohan gave a snappy definition of "overhang" by dropping the back end of his A40 into a field. Over-enthusiasm on the part of Chris Lindsay split death for his crown wheel, and David Archibald's efforts came to an end when his TA lost all oil pressure. Harry Torney made the best performance in his class, then found himself brakeless, and settled down to bleed the system before continuing.

As usual, the two final tests were held at Portrush, where each year a large crowd of holidaymakers gathers to watch the fun. In the two saloon classes, it was a Rootes Group benefit, with the Minxes of Eddale Dowling and Charles Maunsell and the Sunbeam-Talbots of Caldwell and Billy Torney coming out on top, until Joe Robinson (Vauxhall) stole the three-pylon test. Ray Laird looked far from happy, having neither blower belt nor gear lever on his Dellow, but Paddy Newell drove Todd's A40 Special particularly well in each test.

To put the finishing touch to a well-organized rally, the North of Ireland M.C. had results ready in just under two hours, and presented the prizes one hour later. Staggering under the weight of his enormous trophy, Robin McKinney paid tribute to the friendly attitude of the officials, who had carefully explained each test to every competitor.

WILSON MCCOSH

## RESULTS

**North of Ireland Perpetual Trophy and Replica:** R. C. McKinney (Dellow), 263 marks 1st.

**Class I (Saloons under 1,500 c.c.):** 1. J. E. Dowling (Hillman Minx), 344.9; 2. C. E. Robb (Hillman Minx), 354.6; 3. A. Hutchinson (Morris 8 h.p.), 364.6.

**Class II (Saloons over 1,500 c.c.):** 1. Dr. J. D. Keatley (Sunbeam-Talbot), 373.9; 2. R. Chambers (Sunbeam-Talbot), 377.2; 3. R. J. Caldwell (Sunbeam Talbot), 378.2.

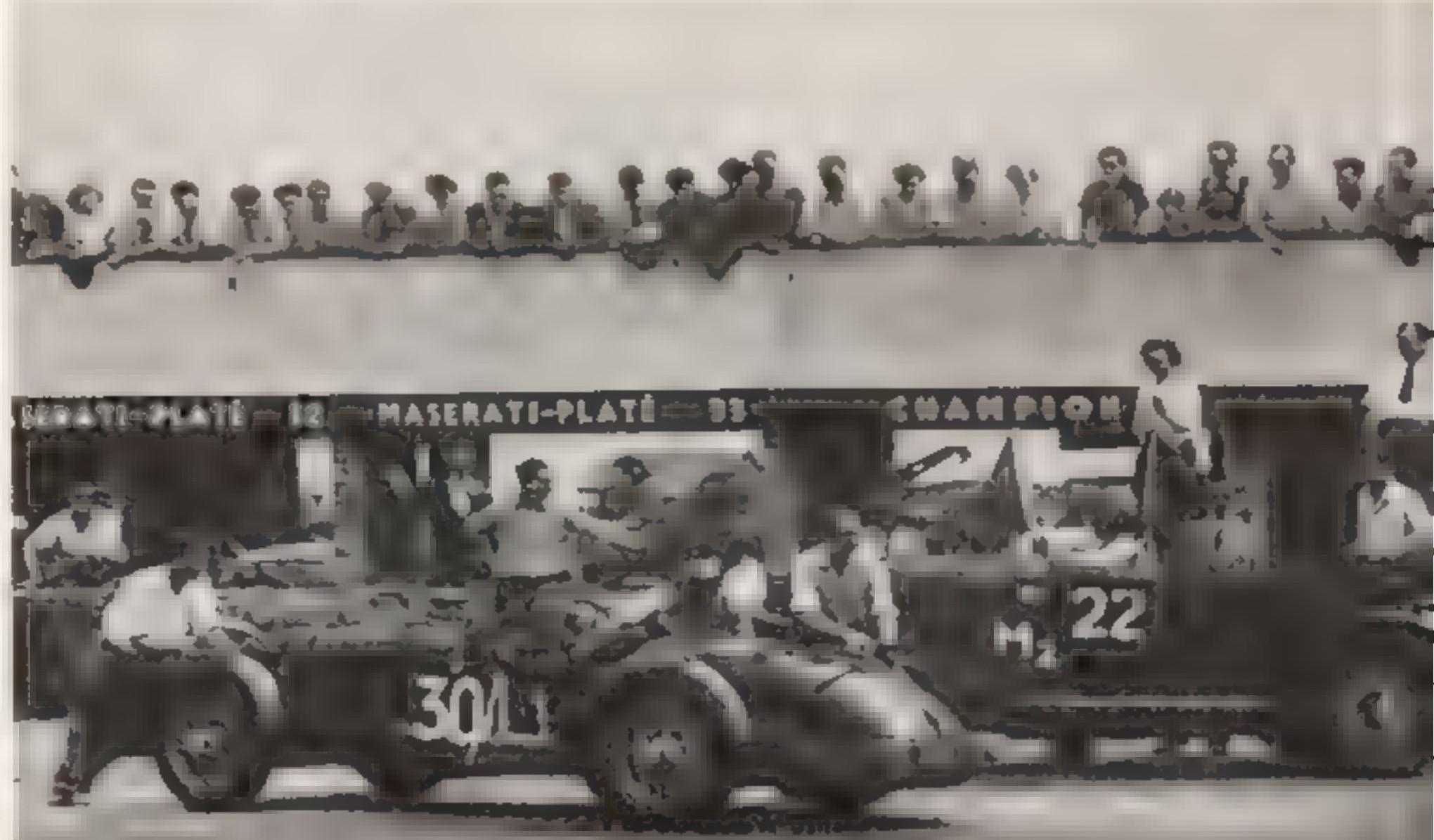
**Class III (Standard Open Cars):** 1. R. C. McKinney, 2. G. H. Reilly (MG TDI), 294; 3. D. G. Johnston (MG TDI), 310.2.

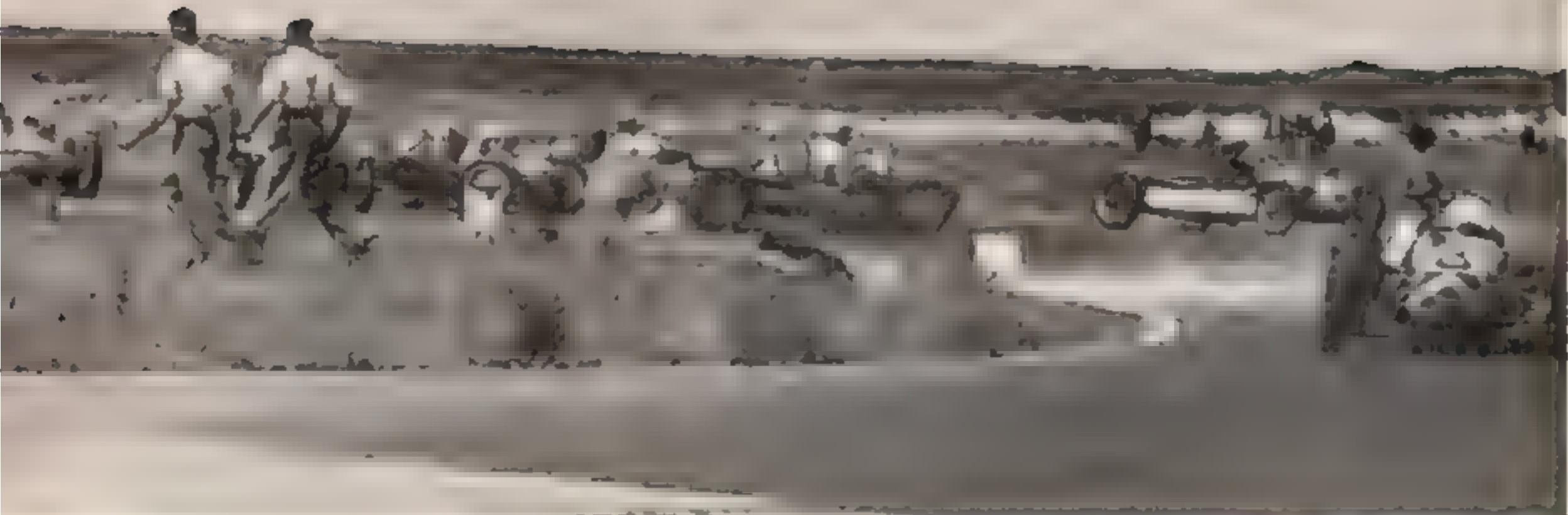
**Class IV (Specials):** 1. W. T. Todd (Humber Spi.), 271.4; 2. W. O. Reid (Ford Spi.), 297.6; 3. J. Henry (Ford Spi.), 301.4.

**Leslie Cup and Replica (Ladies' Trophy):** Mrs. C. E. B. Stuart (Ford Spi.), 419.1.

**Team Prizes:** Reid, Henry and Caldwell.

**TRAFFIC JAM** Tom Mason (Bentley) is hemmed in at the relay race through by M. Merritt's Aston Martin which has just arrived to hand over to P. Stewart—an other incident during the A.M.O.C. meeting at Silverstone.





## WICKEN WELSH CHAMPION

Successful Fairwood Races—Stirling Moss in First-Lap Multiple Pile-Up

The Welsh Motor Racing Club and the Swansea M.C., in conjunction with the Half-Litre Club presented the 900 c.c. Championship of Wales on the 17 mile Fairwood airfield circuit, near Swansea last Saturday. Over £450 in prize money (and a magnificent trophy) was presented by *The Daily Telegraph* for the 900 c.c. races alone. An entry of 59 included everyone who is anyone in Formula 3 racing and names such as Moss, Brando, Brown, Parker, Emery, Wicken, Cooper, Leston and so on sparkled in the programme.

Odd things happened in practice as livestock from a nearby farm insisted on wandering on the circuit to see what all the fuss was about. Brandon was shaken to the core, when he came round a slow bend to be met by a large and ferocious-looking, curly-horned Welsh ram. Best practice times were returned by John Cooper (1 min. 22 secs.), Eric Brandon and George Wicken (1 min. 23 secs.), and Jack Reece (1 min. 24 secs.).

Tireless Cyril Kieft directed spot-on organization on race-day. A crowd of well over 20,000 spectators saw a first rate day's racing, with the Championship event being run off in three 15 lap heats, and a 30-lap final.

Heat 1 had 15 starters, and at flag-fall George Wicken (Cooper-Norton) led the Cooper-Nortons of John Coombes and Les Leston to Devil's Elbow, the first corner, this trio outstripping the rest of the field, and lapping the slower machinery after seven laps. Wood's J.B.S. dragged its tail behind it, was flagged in, and re-started minus that portion. With five laps to go, Coombes hurtled past Wicken at Devil's Elbow and stayed in front till the end.

### RESULT

1. John Coombes (Cooper-Norton), 20 mins. 41 secs. (73.8 m.p.h.)
2. George Wicken (Cooper-Norton).
3. Les Leston (Cooper-Norton).

Fastest Lap: Coombes, 74.9 m.p.h.

That 13 is an unlucky number was demonstrated in Heat 2, for that compassed the field in this race. At the very first corner, J. Gregory (Cooper) did a "gilbooley", baulking V. J. Firm (J.B.S.) who also revolved and was rammed by Stirling Moss (Kieft). J. Brown (Arnott) shot straight into the back of Moss's car, ran up the tail and flew over Moss's head some four feet in the air, just missing Stuart Lewis Evans (Cooper). Paul Emery (Emerson) and Jack Reece (Cooper) took smart avoiding action, and scraped through. This astonishing mêlée looked horrifying, but no one was injured. Once again Moss stepped out of

a wrecked car, wrecked through no possible fault of his own.

Eric Brandon (Cooper-Norton) passed Don Truman, and later Lewis Evans caught Emery to take third place from a sadly-depleted field.

### RESULT

1. Eric Brandon (Cooper-Norton), 21 mins. 9 secs. (72.3 m.p.h.)
2. Don Truman (Cooper-Norton)
3. S. Lewis-Evans (Cooper-Norton)

The third heat produced the best race so far. John Cooper (Cooper-Norton) led the eight starters, chased by Alan Brown (Cooper-Norton) and Don Parker (Kieft-Norton). Brown spun on lap three, and his place was taken by Ninian Sanderson (Cooper-Norton). Next time round, Parker edged past Cooper and these two fought a thrilling duel which brought the crowd to its feet. They passed and repassed so many times that it was difficult to see who was leading who. Sanderson fell back, and Derek Annable (Kieft-J.A.P.) moved up. In a tremendous finish, Parker just managed to hold off the Cooper designer-driver

### RESULT

1. Don Parker (Kieft-Norton), 21 mins. 15.6 secs. (72 m.p.h.)
2. John Cooper (Cooper-Norton).
3. Derek Annable (Kieft J.A.P.)

Fastest Lap: Parker, 76.5 m.p.h.

All heat finishers were called to the line for the 30-lap final, and 30 cars made an inspiring sight. The start was a fantastic affair, with everyone packed like sardines arriving at Devil's Elbow. As Jack Reece said later: "With somebody's elbow in your ear!" However all got round safely, with Wicken, Coombes and Leston leading the pack. For 10 laps the order remained un-

**WINNING GRIN** George Wicken and his mechanic, with "Daily Telegraph" Trophy after winning the Championship of Wales.



**SLIPSTREAMING:** John Coombes (Cooper-Norton) leading George Wicken (Cooper-Norton). Coombes put up the record lap, and was runner-up to Wicken in the championship event.

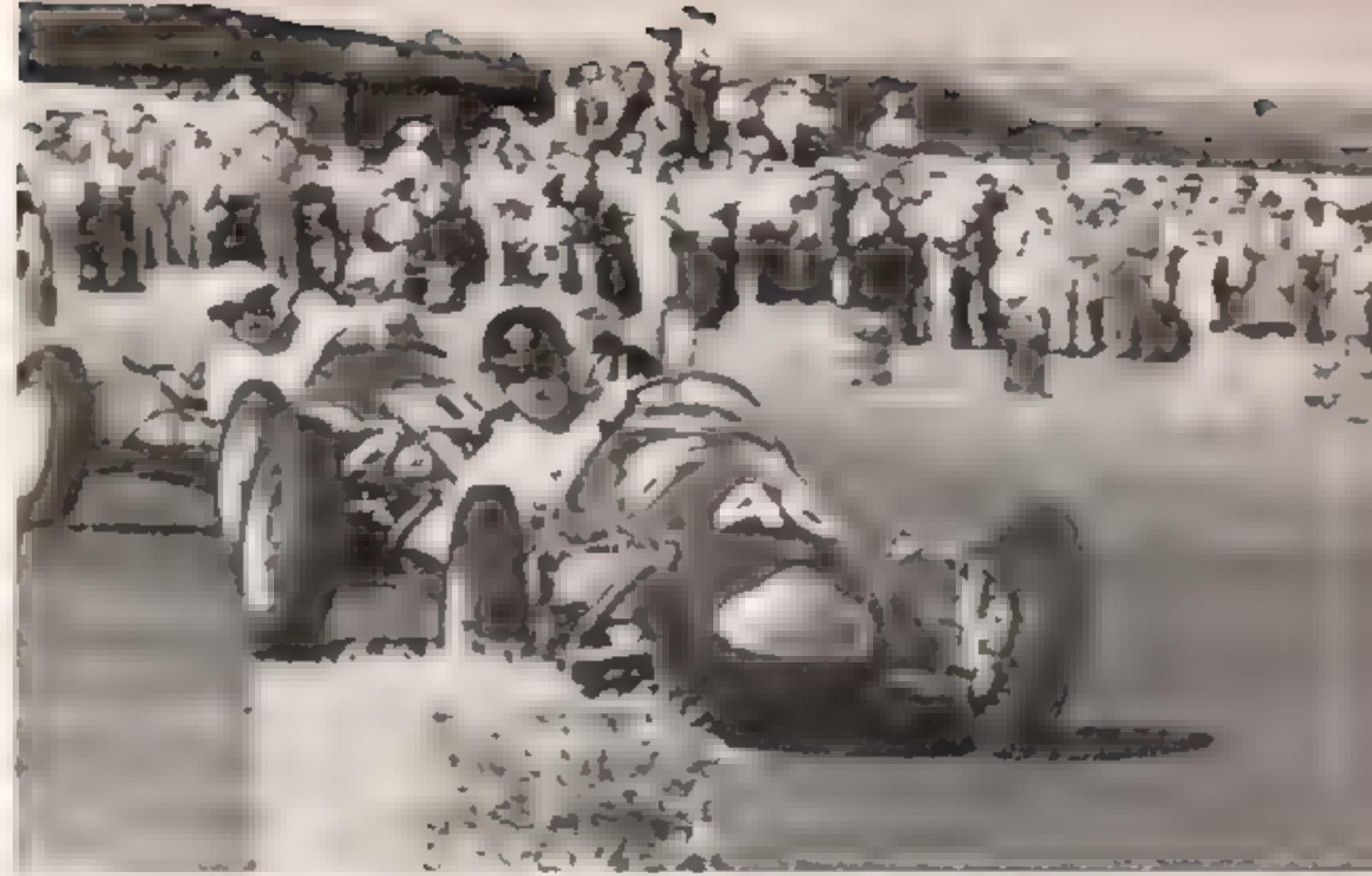
changed, but this trio were already lapping the slower men. Brandon, Parker and Webb (Kieft) were battling for fourth place—some way behind the leaders, and behind them was group three comprising Lewis-Evans, Reece and Sanderson—all at it hammer-and-tongs.

On the 17th tour, Leston took Wicken, but George immediately repassed. Coombes, biding his time, passed Leston on the 18th lap and set off after Wicken. However, "C'est Si Bon" was going like a train, and Coombes's desperate chase failed by 1.2 secs. although he did manage to put up the record lap for the circuit at 76.69 m.p.h.

#### RESULTS

1. George Wicken (Cooper-Norton), 41 mins. 23.6 secs. (73.9 m.p.h.)
2. John Coombes (Cooper-Norton), 41 mins. 25 secs.
3. Les Leston (Cooper-Norton), 41 mins. 30 secs.
4. Don Parker (Kieft-Norton).
5. W. Webb (Kieft-Norton).
6. Eric Brandon (Cooper-Norton).

**Fastest Lap:** Coombes, 76.69 m.p.h. (circuit record)



A 12-lap sports-car race was run in classes up to 1½-litres, 1,501-3,000 c.c., and over 3,000 c.c. At the half-way mark, Pat Griffith (DB2 Aston Martin) was out on his own, but the 1½-litre category was enlivened by a grand scrap between Mike Llewellyn (M.G. TD) and Derek Buckler (Buckler). The sight of a couple of Bentleys battling it out on the very bumpy and rough surface rather scared your reporter, but appeared to delight the crowd.

#### RESULTS

- 1,500 c.c.: 1. M. Llewellyn (M.G. TD); 2. Derek Buckler (Buckler); 3. D. Ger- shon (M.G.).
- 1,501-2,000 c.c.: 1. P. Griffith (Aston Martin); 2. A. Wilks (Healey); 3. J. Hunert (Healey).
- Over 3,000 c.c.: 1. O. Davies (Allard); 2. G. Davies (SS 100); 3. B. Williams (Bentley).

FRANCIS PENN

## KEEN CLUB RACING AT CHARTERHALL

Ian Stewart Introduces the C-type Jaguar to Scotland with a Couple of Wins—Alex McGlashan Best of the "500" Drivers

A VERY good members' meeting at Charterhall last Saturday, introduced the new Jaguar XK 120C and Cooper-Bristol of "Ecurie Ecosse" and we had the first sight of Bill Skelly's single seater Frazer-Nash. Alex McGlashan made a successful debut in the ex-Prosser Cooper and the excellent driving of Ian Stewart highlighted an afternoon's sport for which the Winfield Joint Committee are due much credit.

Car racing opened with a five-lapper for sports-cars up to 1,200 c.c. blown and 1,500 c.c. unblown. T. B. Carson in the ex-Nancy Binns Riley made all the running and despite determined efforts by those other Riley exponents Calder and Schellenberg he could not be ousted from first place. The closest of his pursuers, however, was Ian Sutherland in Ewart McCartney's M.G.

Following this came a meeting of old enemies Jack Walton (Frazer-Nash), John Melvin (Frazer-Nash), and Jimmy Stewart in his Silverstone Healey which has been fitted with new close-ratio gearbox and was motoring remarkably well. Despite the fact that Walton had bent his car in a couple of places at the Aston Martin meeting the day before, everything had been fixed up in double quick time. John Melvin tried desperately, but he was completely unable to get the edge on this S.U.-tuned Frazer-Nash of Walton's which goes really quickly. Jimmy Stewart took a well-earned third place. Ian Sutherland

(M.G.) had ignition trouble on the line, and the Connaught of H. M. Sinclair, although sounding exceptionally healthy, motored with unexpected slowness, in this class for sports-cars up to 1,500 c.c. S and 2,500 c.c. U/a.

Then came a 15-lap event for racing-cars of unlimited capacity in which Ian Stewart drove his Jaguar, in heavy rain with that easy and effortless style which is so pleasant to watch. Wilkie Wilkinson was driving the Cooper-Bristol and ousted John Melvin (Frazer-Nash) from second place in the third lap. Melvin took Kames Curve rather too rapidly, spun around, went off the track, bending a track rod and flattening the tail of his car against a gate-post. Track conditions caused Wilkie to spin also and, in the seventh lap Alastair Birrell (E.R.A.) came past him into second place while Sir James Scott Douglas (Jaguar) moved into third place. Ian Stewart built up a terrific lead, lapping Jimmy Gibbon (Rover Special) in the tenth lap, stayed ahead of Birrell (E.R.A.) his main challenger and won very comfortably.

In the 10-lap race for "500s" it took Alex McGlashan exactly three laps to get in the lead and he proceeded to keep the Cooper there while S. L. Hill (J.P.) tried very hard indeed to get back the lead and then ran out of fuel in the eighth lap. Comish Hunter (J.P.) retired on lap seven with a broken plug lead and both Cliff Carter (J.P.) and H. C. Allison (Cooper) spun around on

the wet track. C. L. Graham had to do some rapid work with a fire extinguisher or he would have had no Cooper left. A grand race, full of incident, with D. K. Swan (Cooper) and J. Clarke (Cooper) driving hard to finish up in second and third places respectively.

Final race of the day was an unlimited sports-car event of five laps in which Ian Stewart again displayed his ability in the C-type. Jack Walton (Frazer-Nash) drove a good race to stay in second place and Sir James Scott Douglas renewed and won a Jaguar duel with the Aberdeen driver Joe Little. A. N. F.

#### CHARTERHALL MEMBERS' MEETING RESULTS

##### Sports-Cars—5 laps

- 1,200 (S) and 1,500 c.c. (U/a): 1. T. B. Carson (Riley), 9 mins. 166.6 m.p.h.; 2. Ian Sutherland (M.G.); 3. C. W. K. Schellenberg (Riley).

- 1,500 (S) and 2,500 c.c. (U/a): 1. Jack Walton (Frazer-Nash), 8 mins. 10.2 secs (72.47 m.p.h.); 2. John Melvin (Frazer-Nash); 3. J. R. Stewart (Healey).

- Unlimited: 1. Ian Stewart (XK 120C Jaguar), 8 mins. 13 secs. (75.0 m.p.h.); 2. Jack Walton (Frazer-Nash); 3. Sir James Scott Douglas (Jaguar).

##### Racing-Cars

- 500 c.c. (10 laps): 1. Alex McGlashan (Cooper-Norton), 18 mins. (66.6 m.p.h.); 2. David Swan (Cooper-J.A.P.); 3. J. Clarke (Cooper-J.A.P.).

- Unlimited (15 laps): 1. Ian Stewart (Jaguar), 25 mins. 36 secs. (70.2 m.p.h.); 2. Alastair Birrell (E.R.A.); 3. Sir James Scott Douglas (Jaguar).



## WHARTON AGAIN!

**Smethwick Wizard Wins Bouley Bay Hill-Climb to Complete Hat-Trick**

JUST a fortnight after the International Road Race, the Jersey M.C. & L.C.C. set the stage for the International Hill-Climb at Bouley Bay. In brilliant sunshine both islanders and holiday-makers made their way in thousands to what must surely be the most picturesque venue in the British Isles.

The first man up was a newcomer, P. M. Salmon (1,496 Lea-Francis) with a neat, if not fast, climb in 74.2 secs. J le Gallais (1,290 M.G.) followed with a rather wild and noisy run (69.2 secs.), then J. Lyons (1,767 Connaught), not so wild but just as noisy (69.2 secs.).

In the over 2-litre sports-car class, R. Varney (2,443 Silverstone Healey) purred up, recording 67.8 secs. Lord Louth then brought up his hotbed-up XK 120 Jaguar in 64.4 secs. in spite of a spot of clutch-slip. Bob Sangan, the Jersey club president, took 65.0 secs. in the standard XK 120. J. Forbes Clark stormed up in his 3,486 c.c. Jaguar Special taking the last hairpin in a glorious slide. Unfortunately his time was missed and his re-run appeared somewhat slower—66.6 secs.

The under 1-litre racing class began

with P. A. Chapman, who returned 70.8 secs. in the blown 747 Austin. This is the car which Syd Logan recently overturned on the beach at St. Ouen. Incidentally, Chapman is an R.E.M.E. officer and was given special leave to attend the meeting—a nice gesture. Then W. J. Reynolds in the Taylor Special returned 68.4 secs. This car is a very short wheelbase job with a 998 c.c. V-twin J.A.P. sitting alongside the driver and seems to go just as well sideways as forwards. A. H. le Tournier clocked 67.8 secs. in his newly acquired 998 c.c. Cooper.

There was a sudden hush when it was announced that Ken Wharton in the supercharged 998 c.c. Cooper was on the starting line. Holder of the record for the hill, he also made B.T.D. in both 1950 and 1951 and it was no secret that he was after the hat-trick. Up he came, hurling his little car round the bends with all the aplomb of the finished sprint-artist. His time—55.4 secs., 2 secs. faster than anyone so far and only 12 secs. out-of-his own record!

The 1-2-litre class commenced with N. le Gros in the neat red 1,250 M.G.

**MASTERLY:** Ken Wharton hauls his supercharged Cooper-J.A.P. round Les Platons Bend to make B.T.D. at Bouley Bay

Special, who was slow despite lots of revs. Bernard Jones brought the 1,776 Jaguar Special up in 65.2 secs. and Hartley Foster took 64.4 secs. with the 1,800 V.M. Special. B. E. Bradnack took his 1,098 c.c. Cooper into Le Platons Bend rather faster than usual and slid sideways into the bank, fortunately without damaging anything.

First up in the over 2-litre racing class was George Aspland, who thoroughly enjoyed himself in the evergreen Ford V-8-engined Lansford (60.8 secs.). He was followed by A. Owen in the ex-Lloyd-Jones Triangle Skinner Special (62.8 secs.) and W. Knight in his 3,485 c.c. L.T.S. (61.8 secs.). Frank le Gallais knows Bouley Bay better than most people. His L.G.S. is a beautifully-made car with a hotbed-up XK 120 engine at the back. His climb in 56.8 secs. was faultless and well appreciated. Great things were also expected of the last man to come up—Dennis Poore in the big 3,800 c.c. Alfa Romeo. His ascent was neat and impressive, deceptively fast at 57.2 secs.

The second runs started off almost as a repetition of the first—no one was much quicker, in fact, several were a little slower. Ken Wharton began in grand style and appeared to be all set to lower the record yet again, but his gearbox packed up just before Radio Corner. This time Bertie Bradnack got up to the top (61.2 secs.), blowing hard into a length of rubber tubing to get the fuel to the engine. Aspland, Owen and Knight all thrilled the crowds with rousing climbs. Frank le Gallais knocked 0.6 secs. off his first time, creating a new local record and making second B.T.D. with only one other climb to come. Dennis Poore really forced the Alfa up the hill, using all the road and making his twin rear tyres smoke as he accelerated out of each corner (56.6 secs.), so he had to be content with third B.T.D.

An excellently run meeting ended as Mrs. Sangan, the wife of the club president, presented the trophy for B.T.D. to Ken Wharton under the finishing banner.

### FINAL PLACINGS

<b>Under 1</b>	<b>Time of the Day</b>	<b>1. K. Wharton (998 Cooper S)</b>
2. F. le Gallais (3,442 L.G.S.)	3. G. Aspland (60.8 secs.)	2. R. D. Poore (3,800 Alfa Romeo)
4. B. E. Bradnack (61.2 secs.)	3. W. J. Reynolds (68.4 secs.)	3. N. le Gros (65.2 secs.)

### Sports-cars

<b>Under 2</b>	<b>1. J. Lyons (1,767 Connaught)</b>
2. J. le Gallais (1,290 M.G.)	67.6 secs.
3. P. M. Salmon (1,496 Lea-Francis)	69.2 secs.

<b>Over 2</b>	<b>1. Lord Louth (2,443 Jaguar)</b>
2. R. L. Sangan (3,422 Jaguar)	65 secs.
3. J. Forbes Clark (3,486 Jaguar)	66 secs.

### Racing-cars

<b>Under 1</b>	<b>1. K. Wharton (998 Cooper S)</b>
2. W. J. Reynolds (998 Taylor Sp1)	67.4 secs.
3. A. H. le Tournier (998 Cooper)	67.8 secs.

<b>1-2</b>	<b>1. B. E. Bradnack (1,098 Cooper S)</b>
2. H. Foster (1,800 V.M. Sp1)	64.4 secs.
3. B. J. Jones (1,776 Jaguar Sp1)	64.8 secs.

<b>Over 2</b>	<b>1. F. le Gallais (3,442 L.G.S.)</b>
2. R. D. Poore (3,800 Alfa Romeo)	57.2 secs.
3. G. Aspland (60.8 secs.)	66.6 secs.

# Correspondence

## The Car Behind

There have been numerous articles in the daily Press and motoring journals dealing with many aspects of road safety. One of the most important, in my opinion, is however, ignored.

No one appears to appreciate the conscious and subconscious feelings of the driver of a motor vehicle when called upon to stop suddenly . . . there is the apprehensive glance into the rear view mirror and that funny feeling in the small of the back that one gets with the fear that the following car will not pull up in time and come crashing into the back.

An operative stop light is of some help, but is generally delayed in its action until the brakes are on. I believe that the better the adjustment of the brakes the more inadequate the warning given. Would it not be possible to fit road vehicles with a more instantaneous type of warning switch especially in view of the improvement in brakes in recent years?

I personally would give a great deal for some assurance that the following vehicle will not ram me if I stop suddenly.

CLIVE LEEDAM

CRADLEY HEATH, STAFFS.

## Bouquet

CONGRATULATIONS on a magnificent Silverstone report. Thrilling factual informative with fine photographs you make the event as near real to enforced absences like myself as seems humanly possible. Connaught progress to the top line is most heartening, and the B.R.M. story intensely exciting.

J. G. CORK

POPLAR, E.14

## School for Marshals?

I, as a track and magazine enthusiast, had more and more the question of marshals being raised. My reading matter shows that spectators, drivers and others are aware of a generally poor standard of signalling and the need for a marked improvement. My track visits make it even more obvious. I have seen marshals chattering, employing their flags as leaning posts, and so on. Even when signals are given, they appear nervous and apprehensive of their right to give the said signal. However, I believe criticism should be constructive and I therefore propose the following:

That AUTOSPORT select and approach certain of our track experts (John Bolster stands out as a good example) and these gentlemen be asked to prepare a form of training course for marshals. When the curriculum has been approved, suitable instructors should teach classes of volunteers, who, on passing, should form a trained pool on which all clubs are free to draw. This, together with a track ruling that nobody but marshals be permitted to stand on the inside of bends and corners (this often mars the view of both spectators and marshals), should help overcome the present situation.

The marshals will be competent, have a clear view, and be enthusiastic about their job. This will give drivers confidence in their signals, and maybe improve their already fine performances, in addition to enhancing the spectator enjoyment.

W. F. C. RICHARDSON

PONDERS END

## Trials Regulations

As a member of the B.I.D.A. but being, shall we say, classed as one of the not so financially blessed members, I would support even if I were financially blessed, people like F. H. Crosby of Leeds.

I do hope that the "powers that be" seriously consider this problem before making any rash decisions, thereby making the many Austin Ford specials obsolete.

A number of us have been working very hard during the summer months preparing for the winter trials and it somewhat dampens our enthusiasm if we are working under this cloud knowing that a ruling is likely to be made whereby such specials are taboo.

I would emphasize Mr. Crosby's appeal to the influential trials types to take some immediate action, and thus obviate all this unnecessary controversy.

R. A. EARL  
BRISTOL

## Experts' Night Trial

The Hants and Berks Motor Club hereby requests the co-operation of promoters of Night Navigation Rallies based upon their annual event in the creation of an Experts' Night Trial and the appropriate individual status.

The suggestion is that the H. and B.M.C. October event, which in recent years has been suffering from too many entries, should henceforth be made to involve rather more difficult navigational problems, and that entries should be limited to around 75, with a condition of acceptance based upon the entrant's navigator's experience and success in previous similar events.

It is obvious that such a move would tend to create an undesirable "closed shop" unless other promoters agree not to follow suit, but in fact to allow their own Night Trials to act as qualifying events. The entries to these would no doubt be swelled by the unsuccessful applicants.

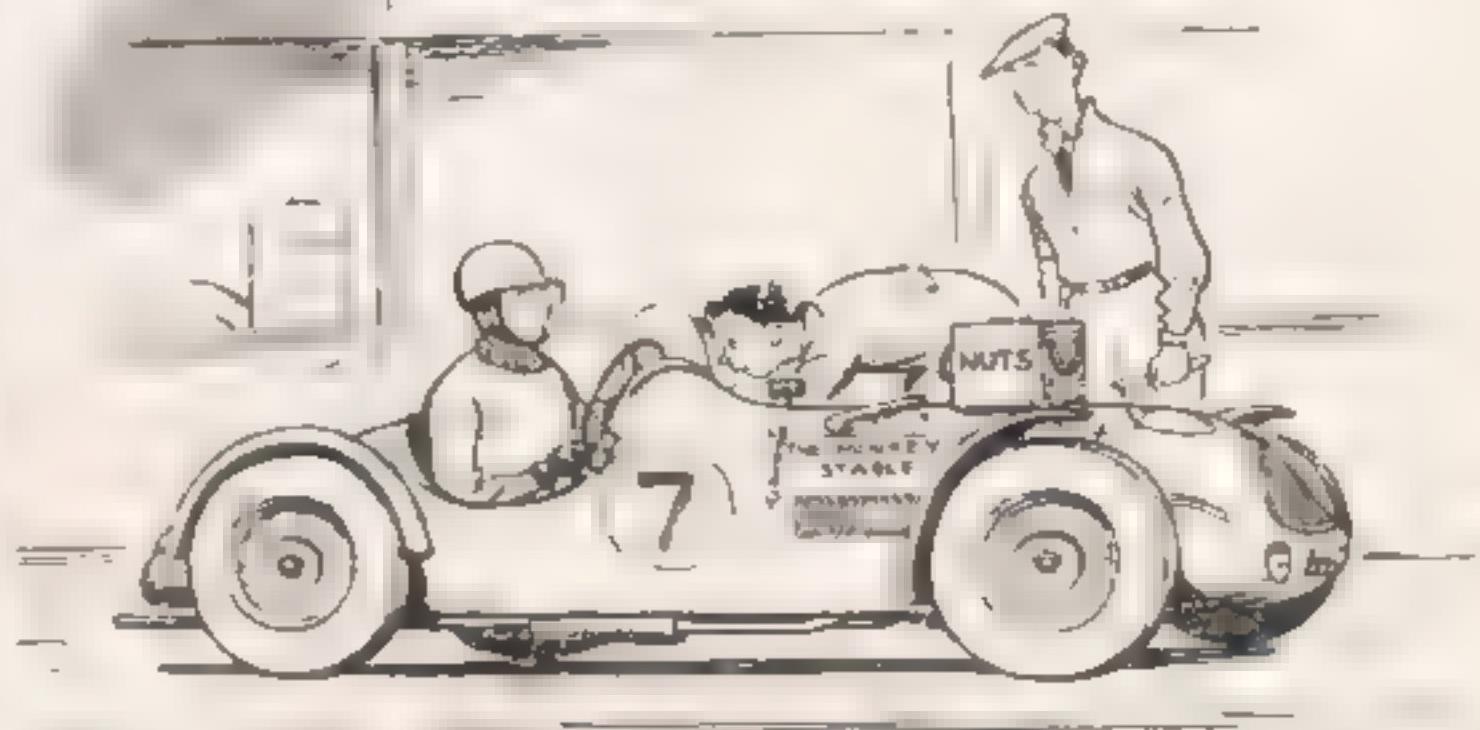
I would be glad to hear the reaction of other interested clubs on this matter.

HOLLAND BIRKETT

FLEET, HANTS.

**S.O.S.** from Lewes-Rochester Child of 9 Marine Drive, Lewes, to get a job in B. Graham and Nick's Garage. Even "jazzed boot of rack", be says, would be regarded with pleasure.

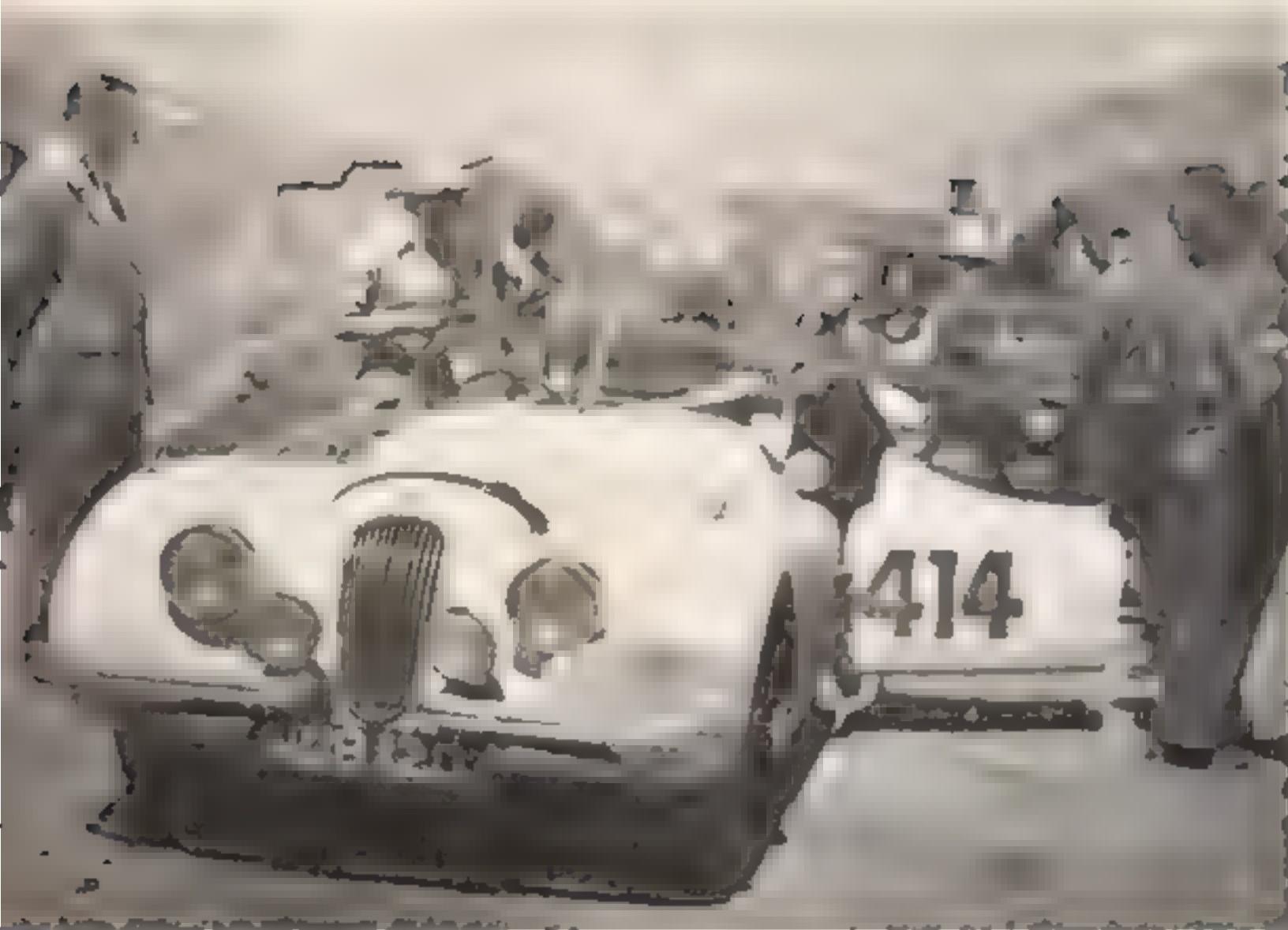
**C**oncerned: Jim Sparrow, notable Morgan exponent, offers his services as a marshal, particularly for the 500cc Street Race, June 15th, and the TT. He can be reached at Sparrows, 11 New Northgate Road, Lewes.



# ALPINE T

**Incidents in the Difficult Internat  
British Cars and Drivers Gained 5**

Photography by John Gott



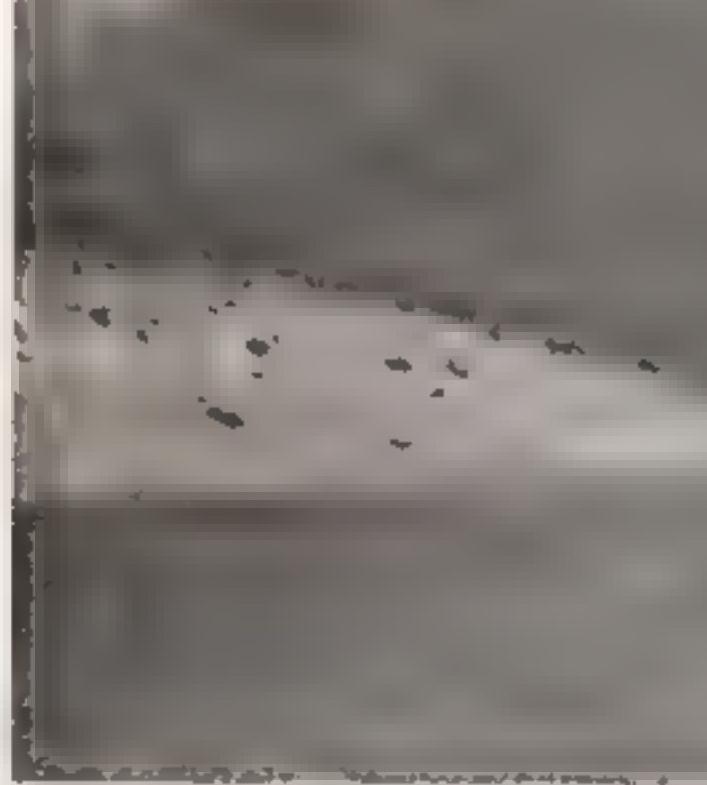
**COL DE GALIBIER.** (Above) George Hartwell (extreme left) watches Ian Appleyard (XK 120 Jaguar) check in at the control at the top of the Col de Galibier on the final day. (Right) Von Falkenhausen and his BMW at the same point. He provisionally won the general classification. Below: Graham and Winifred Hope-Scott (H.R.G.) descending the Galibier. They were placed third in the 1½-litre class.



**FORBIDDING:** (Above) The domine  
tains of the Alps seem to challenge co  
defeat their winding passes and main  
high average speed called for in

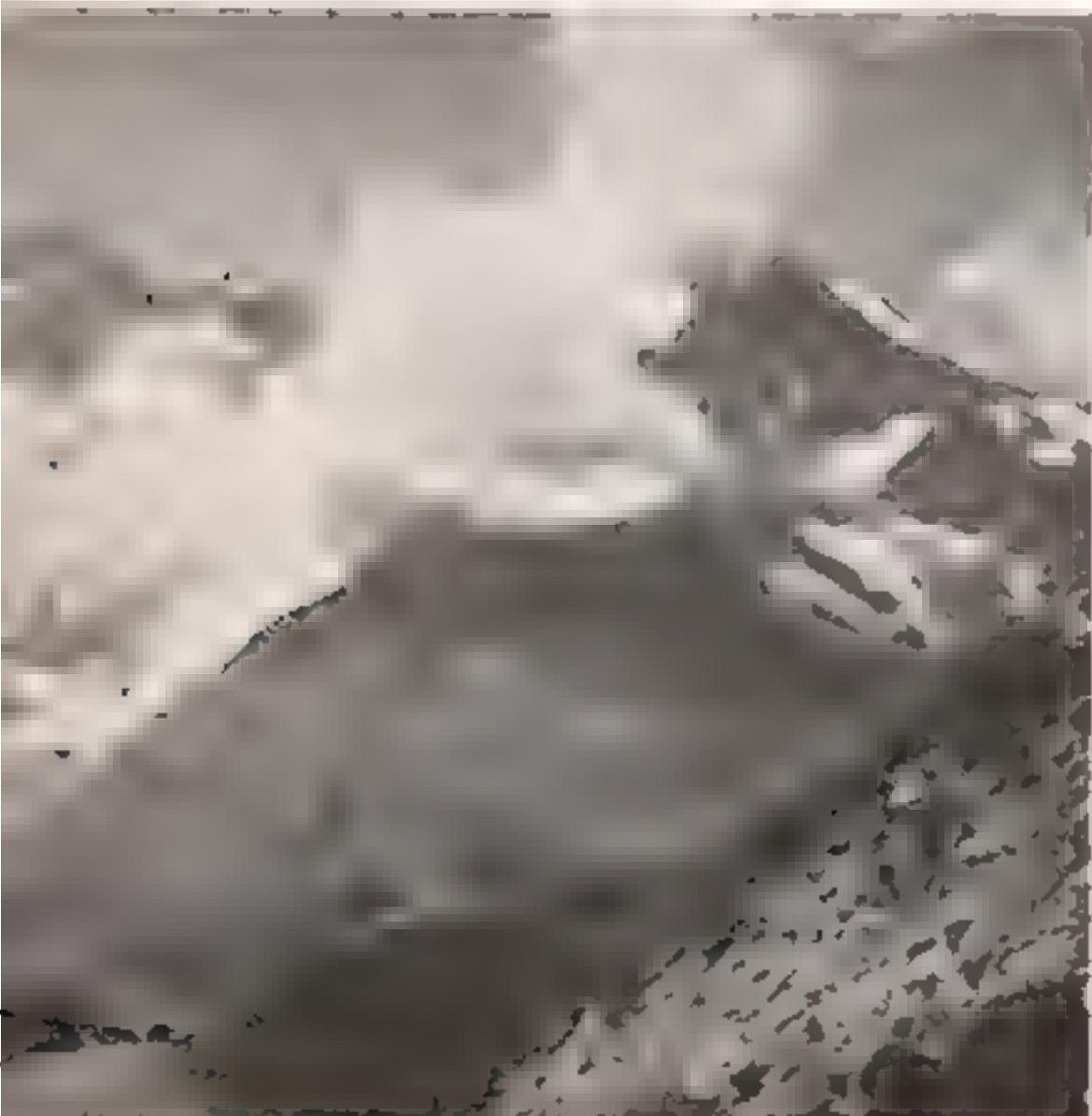
# TRIAL

nal Rally in which  
"Coupes des Alpes"



**THREE-QUARTER LITRE**  
(Above) De Regibus (Renault) on the Col de Galibier. He won a Coupe des Alpes

**JOURNEYS END:** (Right)  
The hazards of the "Alpine" need no emphasis. This is  
Caron's Renault which crashed just outside of Castellane on  
the last day



**HARD LUCK STORY:** (Right) Nancy Mitchell's  
Sunbeam-Talbot at Castellane, after she had  
broken a hub-plate less than 50 miles from the  
finish





(Above) . . . Fully controllable at all times; the Bristol during some fast laps at Silverstone

(Right) As distinctive a closed carriage as anyone could desire

**T**HE Bristol is a most unusual car. In fact it is entirely different from anything else on the British market. In spite of its relatively recent introduction, it has already acquired an almost legendary fame, and he (or she) who drives a Bristol gains considerable prestige thereby.

More than anything else, it is the body of the "401" that determines its character. It is a full-sized five-seater saloon, equipped and finished in a style that stands out even among cars of the highest class. Every imaginable refinement is provided for the comfort of the passenger, and this is a most luxurious conveyance. There is ample luggage accommodation, and such installations as heating, ventilation, and radio are unobtrusively built in. The traditional wooden instrument panel carries every sort of dial and control that the enthusiastic driver could desire.

Without sacrificing a single cubic inch of interior space, the designers have enclosed all this in an envelope of truly aerodynamic shape. This has been achieved by long and tireless experiments in the wind tunnel, and naturally aircraft technique has been called upon extensively. The fully streamlined form endows the car with a high maximum speed, but it also renders the employment of a relatively small engine quite impractical, and one thus enjoys two-litre economy with four-litre luxury and performance.



On the road, it takes a few miles before one is accustomed to these unusual characteristics. Once one realizes, however, that the two-litre, high-efficiency engine works better in the upper range of crankshaft speeds, the true pleasure of handling the machine becomes apparent. With such a car, the behaviour of the gearbox is immensely important, and in this component, the Bristol engineers have excelled themselves. One soon forms the habit of making frequent gear changes, almost without realizing that one has touched the lever; which, thank heavens, is mounted in the proper place on the floor, and not hidden under the steering wheel. With effective synchromesh on the

a roomy saloon that provides racing maximum on the indirects, and I found myself using that delightful lever at any possible excuse.

It is on the open road that this car really comes into its own. At low speeds, the engine and gearbox are not completely silent, but at an easy cruising gait of 80 m.p.h., no car runs more quietly. At 90 m.p.h. there is still not the slightest sign of stress, and I am sure that that pace could be happily maintained for as long as road conditions permitted. Seventy m.p.h. may be exceeded in third before the valve gear becomes audible.

A truly streamlined body, allied to an engine that has many of the

## John Bolster Tests:— THE 2-LITRE

A Luxurious Five  
Capable of Cl

upper three ratios, and a free wheel incorporated in the first speed pinion, nobody need be afraid of making proper use of the gearbox.

It should be made clear at this point that the engine is quite flexible, and will pull away smoothly from the lowest speeds in top gear. Driven thus, though, the car gives no hint of its latent performance, and only moderate acceleration is available. In any case, it is rare indeed to find

# BRISTOL "401"

Greater Closed Car  
on 100 m.p.h.

virtues of a racing unit, must produce a rapid vehicle. Nevertheless, mere speed, without good roadholding, is almost valueless, and that is another problem that has been tackled from first principles.

Complete rigidity is the main essential, and the Bristol starts off with a well braced box-section frame. The steel floor is a stressed member, and so are the tubular body supports. The whole structure is designed for maximum stiffness, and every component plays its part to that end. When one sees these chassis being built up, one realizes that such perfection can never be cheap, for the complete framework is of considerable complexity. All the panels are of light alloy, and do not touch any other member, except where they are "wrapped" at their edges.

The front suspension is by a transverse leaf spring, which is located beneath a pair of wishbones. The steering is rack and pinion. At the



*The facia panel shows definite traces of being the work of an aircraft-construction concern, all instruments being clearly calibrated and placed in the best possible position for quick reading*

rear, torsion bars, running forward parallel with the frame, are coupled to the ends of the axle through arms and short shackles. A positive lateral positioning is secured by a triangular link in the axle centre. There are large telescopic dampers all round

In practice, the roadholding and suspension represent a good compromise, and the steering is truly excellent. Pitching and swaying are entirely absent, and the ride, while fairly firm, is comfortable and unir-

ing to all the occupants. Under some conditions, there is a suspicion of over-steering, though excessive rear-end breakaway does not take place. Naturally, one is conscious of the length of the vehicle when negotiating sharp bends, but I put in some fast laps of the Silverstone and Brands Hatch circuits, and the car was fully controllable at all times.

It is most noticeable that, at the higher speeds, the Bristol will coast



*(Right and below) The perfect aerodynamic body contours are emphasized in these two views of the beautiful Bristol 401. The shape was the result of intensive wind-tunnel testing*

for considerable distances with a closed throttle, due to the aerodynamic efficiency of the body. This of course, means that the brakes have a particularly hard task to perform during fast driving. Even after repeated violent applications, no serious fading can be engendered, though the smell of hot linings becomes evident. Powerful braking is always available, but the pedal



**The Bristol 401—continued**

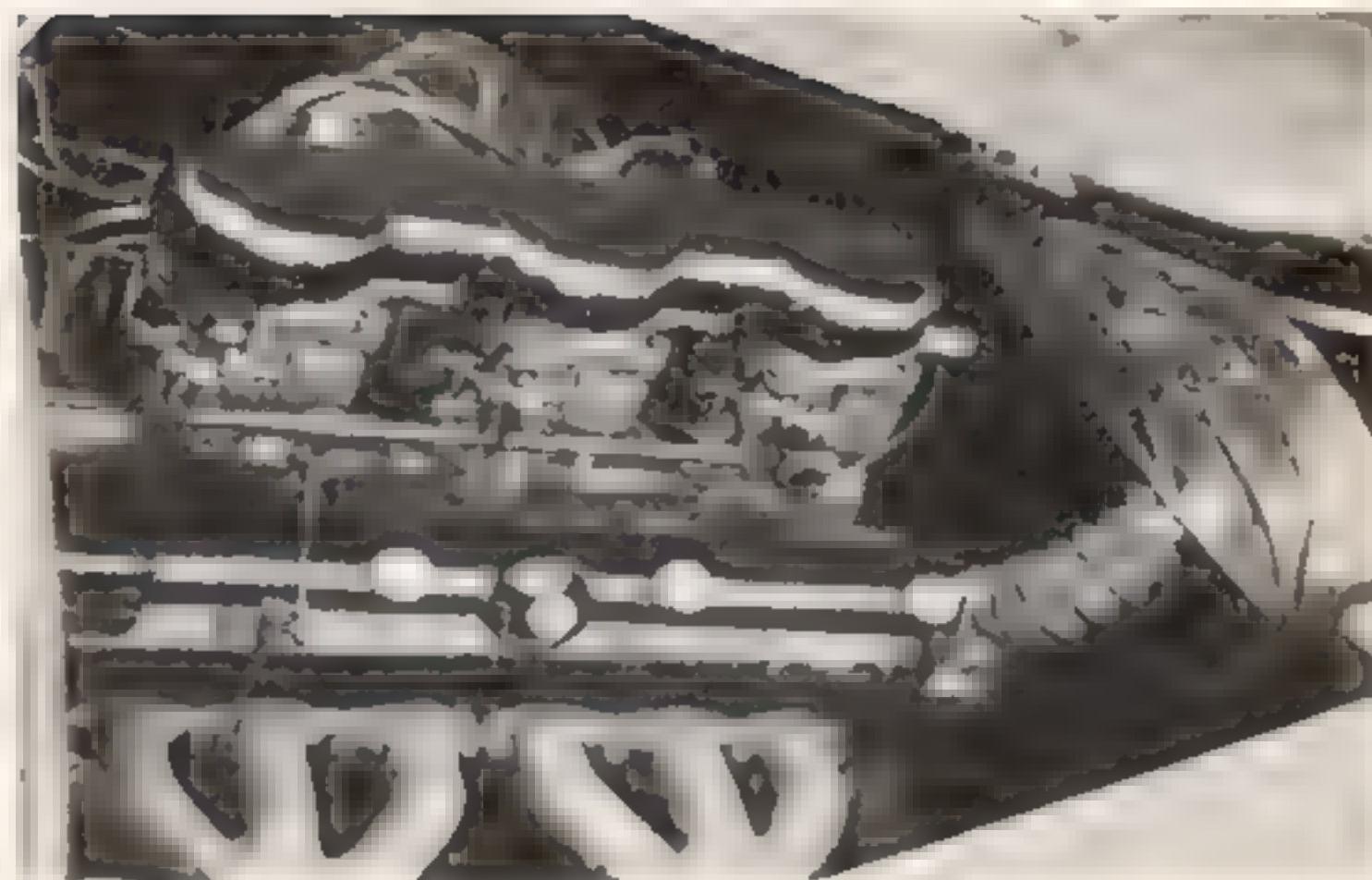
pressure is greater than is normal these days.

The six-cylinder, inclined-valve engine feels as though it revels in hard work and high averages, and that gear-lever just asks to be used. It is on long, fast journeys, rather than in the stopwatch figures of the data panel, that the true worth of this car shows itself. I found that, even when I was tired, I continued to reel off the miles in effortless ease, and did not long for the journey to end.

In spite of all its technical excellences, the Bristol would not sell readily at its admittedly high price if its appearance did not inspire pride of ownership. In this respect, the functional simplicity of the low-drag form pays dividends, and it has not been marred by garish decorations. It is regrettably true that, among expensive cars, mere vulgar opulence is usually the styling motif. In marked contrast, the Bristol presents a well-bred purity of line that causes it to stand out in any company.

I was privileged to inspect the factory where these cars are built, and was able to confirm that the brilliance of the design is fully backed up by high standards of engineering at all stages of manufacture. The experience behind the finest British aircraft is employed as a matter of course, and it is this superb craftsmanship, above all, that gives the car its intrinsic value.

Perhaps you are the kind of AUTOSPORT reader who cares only for the one-and-a-half-seater open sports-car that is full of sound and fury. I sometimes feel that way myself. I must admit, though, that as I left Silverstone, exhausted after an



*Three downdraught carburettors are used on the Bristol 401 engine, which, in modified form, is used on Frazer-Duval, Cooper-Bristol and ERA. The detail work is to the highest engineering standards.*

unequal struggle with recalcitrant broadcasting machinery, it was good to have the door of the Bristol swing noiselessly open at the touch of a button, and to sink into that comfortable seat. As I inched my way through the heavy traffic, I relaxed in air-conditioned ease, listening to the kind of music I like. I am only human, and it was fun to collect an admiring crowd when I stopped at an hotel for refreshment.

Later, as the roads emptied, 90 m.p.h. was exceeded again and again, but this was a "ninety," with a difference, for no wind noise marred our flight. The adjustable instrument illumination glowed brightly, since a clever shield prevents all reflection in the sloping screen, and the light, accurate steering seemed to transfer my thoughts

straight to the road, without any mechanical intervention. It was one of those journeys that live long in the memory, and whether you regard the Bristol as the most sybaritic of sports-cars, or as a luxurious magic carpet with an incidental turn of speed, the result is such *de luxe* transport for five people and their luggage as one never thought that a car of only two litres could provide.

**THE INVACAR**

AFTER my recent road-test of the Bond Minicar, a correspondent suggested that I should try the Invacar invalid carriage, which is propelled by the same type of 196 c.c. engine. I have, therefore, made a short test of one of these machines, and I must say that the performance is quite astonishing. Acceleration from a standstill to 30 m.p.h. takes only 10 seconds, and most hills are climbed easily on top gear.

Whereas the Bond is wide and low, being a full 2/3-seater, the Invacar is a narrow single-seater, and I must admit that at its terminal velocity, which approaches 50 m.p.h., I was very frightened indeed. Actually, the tiller steering is much better than one would expect, and the brakes, which work through a lever on which one rests one's arm, are quite reasonably effective. The little car is great fun to drive, and I am very glad that such a delightful means of transport is now available to invalids.

JOHN V. BOLSTER.

**SPECIFICATION AND PERFORMANCE DATA**

**Car Tested:** Bristol "401" model saloon, price £2,270 (£3,532 12s. 3d. with P.T.)

**Engine:** Six-cylinders, 66 mm. x 96 mm. Pushrod operated inclined valves in light alloy head. 85 b.h.p. at 4,500 r.p.m. 7.5 to 1 compression ratio. Three downdraught Solex carburettors. Coil and distributor with automatic advance, plus hand control.

**Transmission:** 8 in. Borg and Beck clutch, 4-speed gearbox with central control; ratios 3.9, 5.51, 8.48 and 16.77 to 1. Hardy Spicer propeller shaft. Spiral bevel rear axle.

**Chassis:** Box section frame, reinforced with integral steel floor and tubular body frame. Independent front-suspension by transverse leaf spring and wishbones. Rear suspension by torsion bars. Newton telescopic dampers

all round. Bolt-on pierced disc wheels, fitted 5.50 in. x 16 in. tyres. Lockheed hydraulic brakes.

**Equipment:** 12-volt lighting and starting. Speedometer, revolution counter, ammeter, water temperature, oil temperature, oil pressure, and fuel gauges, heating, demisting and radio.

**Dimensions, etc.:** Wheelbase, 9 ft. 6 ins. Track, front, 4 ft. 3½ ins., rear 4 ft. 6 ins. Overall length, 15 ft. 10 ins. Turning circle, 36 ft. Weight, 25 cwt.

**Performance:** Maximum speed, 97 m.p.h. Speeds in gears, third, 80 m.p.h., second, 55 m.p.h. Acceleration, standing quarter-mile, 20½ secs. 0-50 m.p.h., 11½ secs. 0-60 m.p.h., 18 secs. 0-70 m.p.h., 25 secs.

**Fuel Consumption:** Driven hard, 23 m.p.g.

**VILLORESI'S FERRARI**

CONTRARY to general belief, the 4½-litre Ferrari which Luigi Villoresi drove at Silverstone was not one of the Indianapolis cars. It was a new experimental model with rubber-controlled rear suspension. Excessive bouncing made it difficult to handle, but it is said to be the most powerful Ferrari ever built.





**FORMIDABLE** Latest version of the 4-cylinder Ferrari has the engine moved back  $3\frac{1}{2}$  ins. in the frame, a single aircraft-type Marill magneto at the front, stub exhausts and modified lay-out of the four 45 D.O.E. Weber carburettors. It is reputed to develop over 190 b.h.p. at 7,500 r.p.m.

## NAMUR FORMULA 3 G.P.

Notes and Comments on a Belgian Event  
Won by G. E. Thomas (Cooper-J.A.P.)

The Namur Grand Prix was run on 20th July, over the Circuit du Cite de l'Industrie, a road circuit on a hill overlooking the town. The circuit of 2,650 metres was for the most part badly surfaced, and in many places far too narrow to allow overtaking with any degree of safety. Roughly triangular in shape the course included two hairpin bends, an S bend, a 90 degrees turn on to loose surface, and sharp up and downhill gradients. As a result, gearboxes had a very strenuous day. After practice Moss remarked that his gearbox was hotter than his motor.

The English entry consisted of Stirling Moss (Kieft), Les Leston, Norman Pugh and G. E. Thomas (Cooper), André Loens and John Habin (Erskine Staride). The Continental opposition comprised Liugre (D.B.), Beels and Richardson (Beels), Hanlet (J.B.S.), Swaelens (Cooper) along with more Coopers, D.B.s, J.B.S.s, BMWs and so on.

The total entry of 20 cars was divided into two heats of 12 laps, the first three cars in each going into the 25-lap final. A third consolation heat was run for the benefit of those who did not qualify for the final in the first two heats, the first six qualifying for the final.

Heat 1.—Leston led from the start followed by Loens and Thomas. The order remained unchanged to the end these three having lapped the remainder of the field.

Result: 1, Leston (Cooper), 24 mins 13 secs., 78.77 k.p.h.; 2, Loens (Staride), 25 mins. 34 secs.; 3, Thomas (Cooper), 26 mins 7 secs.

Heat 2.—Moss led at the end of the first lap, followed by Pugh and Habin. At half distance Pugh, who had earlier

fractured a wheel on a kerb, slid on the loose surface when attempting to overtake and hit a straw bale, which removed a front wheel. Habin and Beels moved up into second and third position and the order remained unchanged to the finish.

Result: 1, Moss (Kieft), 24 mins. 52 secs., 76.69 k.p.h.; 2, Habin (Staride), 25 mins. 17 secs.; 3, Beels (Beels), 26 mins. 31 secs.

Repackaging: 1, Hanlet (J.B.S.), 26 mins. 49 secs., 71.1 k.p.h.; 2, Swaelens (Cooper), 27 mins. 22 secs.; 3, Lalout (Cooper), 27 mins. 31 secs.; 4, Van Hauw (D.B.), 27 mins. 50 secs.; 5, Debeire (J.B.), 28 mins. 26 secs.; 6, Debuire (J.B.), 28 mins. 38 secs.

Final.—In the final Moss took the lead from the start but was strongly pressed by Leston and Loens, who were followed by Habin and Beels. Thomas made a bad start but closed up on the second lap and passed into fourth position. By this time Leston had taken the lead and was drawing away from the remainder of the field.

On lap five Moss retired with suspension trouble, a fact which was hardly remarkable on this exceedingly rough circuit. The order of the leaders remained unchanged until Loens, whose car had been giving off disturbing smells for some time, was forced to abandon on the 14th lap with a burnt out clutch.

Thus the order became Leston, Thomas, Beels, Habin. The Staride was steadily falling back due to trouble in negotiating the hairpins.

Leston had a lead of over a minute on Thomas, who was the only one that he did not lap. However, on lap 19 fate struck a cruel blow and he came to

a sudden stop with a seized engine. He managed to restart minus goggles shortly after Thomas had passed him to take the lead, and he then put in a record lap of 1 min. 55 secs., 82.95 k.p.h.

This spirited effort was of no avail for a lap later the engine blew up again and could not be persuaded to restart. This left Thomas with a comfortable lead and he was about to lap Beels, who was in second position, when he received the chequered flag.

Habin had by now retired and Swaelens of Belgium took third place.

T CORNELIUS

### RESULT

1, Thomas (Cooper-J.A.P.), 25 laps, 66.25 kms. in 52 mins. 31 secs., at 75.06 k.p.h.; 2, Beels (Beels), 54 mins. 38 secs.; 3, Swaelens (Cooper), 24 laps. Fastest lap: Leston (Cooper-Norton), 1 min. 55 secs., 82.09 k.p.h.

Incidentally, G. E. Thomas does not hail from the West of Scotland, as was reported in AUTOSPORT. His home is in Surbiton.

### VETERAN CAR CL1 B HILL-CLIMB

ON Saturday, 26th July, the V.C.C. held a successful hill-climb at Ranmore, near Dorking, by invitation of Lord Ashcombe. As usual, the old machines were all impeccably turned out, and every one of them ran perfectly, no mechanical trouble or accidents marring the day's enjoyment.

The course included some interesting corners, and the faster machines were sliding considerably on the loose surface. Among the older cars, two Lancasters of 1902 and 1904 respectively, and G. F. Bennett's 1901 Cadillac stood out. When the elaborate formula was worked out, taking age, size and various other features into account, it was found that the Cadillac had made the best performance of the day, and that Tony Bird had won his class on the '04 Lancaster. Other class winners, on formula, were Rob Gregory, with his famous 1904 Darracq "Flying Fifteen", C. W. Rowe, driving a 1911 Swift, and H. P. Welham, on a 1911 Brennabor.

Jack Sears, who made the best time of the day in the 1914 T.T. Sunbeam, was a real delight to watch, and his driving, as always, was most polished. No account would be complete without a mention of P. C. Waring's 1910 Brush, which not only had a wooden chassis and wooden wheels, but even wooden axles!

The six fastest climbs were:-

1, Jack Sears (1914 Sunbeam), 59.6 secs; 2, Eric Sears (1914 Sunbeam), 62.9 secs; 3, John Bolster (1911 Rolls Royce), 71.9 secs; 4, Lord Charnwood (1911 Delage), 78.6 secs.; 5, G. D. Perkins (1914 Darracq), 80.2 secs.; 6, R. C. J. Hardy (1915 Rolls-Royce), 81.3 secs.

JOHN V. BOLSTER

### BARNSTAPLE TRIAL CANCELLED

THE Mid-Surrey A.C. announce that due to unforeseen circumstances, it will not be possible to hold the Barnstaple Trial on 2nd August. Instead the Club intends to hold a Driving Test at Redhill on Sunday, 24th August, and a Rally on 20th/21st September.



*JERSEY-BUILT:* Frank le Gallais, in his XK 120 Jaguar, rear-engined special, making second B.T.D. at the recent Bouley Bay International Hill-Climb (Report on page 142)

the very steep Braniel Hill to Lisleen and on to Comber. After Comber competitors took the winding, rubber-scrubbing road to Whiterock, on the shores of Strangford Lough, for the final test. There were five tests in all, of which the most amusing involved balancing a beaker of water on the scuttle whilst driving forward and coming to a stop. As the penalty for spilling it was of less consequence than the slow speed necessary to avoid doing so, many a windscreen was wet before the finish.

#### RESULTS

**Open Car Class:** 1, D. P. Johnson (D.P.1), 105 marks lost; 2, W. T. Todd (Todd Spl.), 11; 3, D. G. Johnston (M.G. TD), 18

**Closed Car Class:** 1, J. E. Dowling (Hillman Minx), 31; 2, H. J. Catchpole (Riley), 34; 3, S. Pentland (Citroen), 35

The Armagh and District Motor-Cycle and Car Club's trial on 23rd July was cancelled as insufficient entries were received.

## News from the Clubs

### LONDON RALLY

REGULATIONS are now available for the London M.C.'s London Rally (19th-20th September), which starts and finishes at the Aerodrome Hotel, Croydon. This is a National event, and is certain to attract a very large entry. The road section is about 690 miles, and there will also be a Leeds starting point for the benefit of intending competitors from the North and Midlands. The rally is open to standard cars and specials, the last-named including all supercharged machines. Full details from Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, from whom regulations and entry forms can be obtained.

### LONDON M.C. ACTIVITIES

On Saturday 19th July, representatives of the London Motor Club in conjunction with the Road Safety Committee of the Hayes and Harlington Council put on a demonstration and driving tests at the Botwell Recreation Field, Hayes, in connection with the local Road Safety Campaign.

In brilliant weather a large crowd of local residents watched an interesting display and two road safety awards were generously donated by the local Ironbridge Garage. These were won by D. W. Price, representing the London

M.C., with his Price Special, and one of the local residents, Mr. Jenner, driving a pre-war Morris 8 saloon, who put up an extremely fine performance and showed that it is not necessary to be an experienced competition driver to drive well and fast and correctly in a driving test. At the end of the event competitors were given vouchers for two gallons of free petrol each, through the generosity of Newmans Garage and Engineering Co. Ltd., High Street, Harlington.

### B.A.R.C. (YORKSHIRE) TEST TRIAL

The B.A.R.C. (Yorkshire Centre) is staging a Test Trial on 9th August, starting and finishing at Yeadon Airport near Leeds. They will consist of a series of driving tests and entries (2s. 6d.) should be sent to M. S. Weston, Silver Ryed House, Leeds 12, to reach him by first post 7th August. There are three classes—saloons, open cars, and specials, Delows being classed as specials.

### KNOCK M.C.C. EVENING TRIAL

A pleasant evening run was held by the Knock M.C.C. Ltd. on 23rd July with an entry of more than 20 cars. From Belfast the route led by way of

### CLACTON RALLY

EAST Anglian M.C. are holding their annual Clacton Rally on 26th/27th September, starting at 11 p.m. Premier award will be a trophy and £50; there will also be numerous other prizes. Regulations from Secretary, F.A.C.C., U. M. Walther, Chalkney Mill, Earls Colne or Halstead, Essex.

### M.C.C. MOVE

JACKIE MASTERS and staff have removed from Bloomsbury Way to new offices at 76 Kington Street, Knightsbridge, London, S.W.1. (Phone 9087). This is now the registered HQ of the M.C.C.

### FALKIRK SNAPSHOTS EVENT

JACK HATTY (Jaguar) and H. C. Stewart (A.lard) were best in the recent snapshot-spotting event organized by Falkirk and D.M.C. over a 30 miles route. Problem pictures were supplied by Bill Henderson, ATROSIRIS, Scottish photographer.

## BARGAINS IN SPARE PARTS

WE still have for disposal a large stock of unwanted parts and accessories suitable for racing and sports cars. These include tanks, wings, magnetos, lamps, BMW spares, instruments, Rudge type wire wheels, a large number of part-worn racing tyres and a host of other useful parts.

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## LONDON M.C. MOTOR TOURNAMENT

ON Sunday, 20th July, a large gathering of members, guests and friends, together with many of the general public, enjoyed an extremely successful motor tournament which the club organized under the able directorship of Tony Rumfitt at the Horley Football Ground.

Rumfitt and "his merry men" put on a variety of tests which provided a lot of amusement, and Dennis Dent kept things going over Antone loudspeakers.

In Test A, starting on line A, competitors motored smartly about 200 yards forward and posted a letter in the small hole in the top of a five-gallon oil drum, circling the oil drum and returning smartly to a flying finish over the starting line. There were many amusing gyrations here, some drivers attempting to circle the oil drum first and finding themselves in no position to post the letter. Extremely spectacular was the Appleton Special which walked down the field on its hind legs after posting the letter, and just managed to steer over the finishing line with the front wheels touching the ground for an instant. This was the best time—19.6 secs., but unfortunately Jim touched the oil drum and incurred a 5-sec. penalty.

In Test B—a forward reverse into a garage-forward to a flying finish-affair Jim Appleton made best time in 15.4 secs. with Mostyn (17.6 secs.), Ron Faulkner (17.1 secs.) on a Ford Anglia and Sydney Hall (19.3 secs.) on a Standard Vanguard Station Wagon fastest in the other three classes.

The evolutions in Test C provided a lot of amusement—and a lot of dust. It was almost impossible to see anything from the finishing line, although Dennis Dent was observed to swing his car almost at right-angles to the course in breaking in reverse over line A, and Grey's Allard stopped with nasty noises in the transmission as the starting flag dropped. Best times for this test in each class were Gubby (Dellow), 44.9, the inevitable Mostyn, 41.5; Jim Appleton, with a Ford Anglia, 55.5, and S. Leach, with the Allard saloon, 53.1.

Test D was a large figure of eight with about 100 yards between the limits of the two loops, with a flying finish over the starting line, and here again Appleton was fastest for the small open car class in 44.4 secs., just beating Michael Lawson and Maurice Wick, at the wheel of his brother's TD instead of the more usual Allard. Fastest in Class D was once again Mostyn, 46.9 secs., and in Class C, Ron Faulkner, 48.9 secs., while Leach with his big closed Allard took 47.2 secs.

Test E was very much like Test C, over a similar course, except that it was run as a potato race and before each reverse the driver had to collect a potato from an oil drum, returning with it to drop it in a bucket at the starting line. Once again Jim Appleton was fastest in 18.5 secs., but incurred a 5-sec. penalty when he hit a pylon. Fastest times in the other classes were made by Dennis Dent, Allard, 19.8 secs., Appleton with the Anglia (21.6 secs.) and Leach with the Allard saloon, 20.5 secs.

The last test of the day was by far the most spectacular and was the one

in which the largest clouds of dust were thrown up. This consisted of a direct round three laps of the course from a standing start to a flying finish. Accelerating off line, A cars drove forward about 20 yards to a tight chicane, turned right, circled round two oil drums on a diameter of about 50 ft., accelerated down the back straight about 75 yards to a similar chicane and turned right again in a circle round two oil drums, and up the side, crossing the starting line again. Three laps of this course created some very hectic driving, and in particular the runs of Peter Wain and Mrs. Branford, with passengers in the back operating much like racing side-car passengers were most spectacular. It was noted that Ron Faulkner had left before this test since he thought he was not doing very well but under the zero marking system which was being used, he was actually leading at the time by over 90 marks, and would easily have won the class award had he remained.

### RESULTS

**Best Performance** (Jack Fairman Cup): M. Mostyn (Frazer-Nash), 11 marks lost.

**Best Saloon (Plymbridge Cup):** S. Leach (Allard), 116.

**Best Open (Horley Cup):** J. H. Appleton (Appleton Sp.), 63.

**Class A (up to 1,500 c.c. open):** M. H. Lawson (Lotus IV), 171.

**Class B (over 1,500 c.c. open):** F. Dennis Dent (Allard), 84.

**Class C (up to 1,500 c.c. closed):** D. W. Price (Javelin), 213.

**Class D (over 1,500 c.c. closed):** N. Veronique (Ford Consul), 165.

**Ladies' Prize:** Mrs. Branford (Hillman Minx coupé), 328.

**Team Prize:** A. W. Gubby (Dellow), 200, M. Mostyn (Frazer-Nash), 11, M. H. Lawson (Lotus IV), 171.

### VETERANS IN SCOTLAND

A VETERAN Car Rally over about 40 miles will be held tomorrow, 2nd August, by the Royal Scottish A.C. Cars built up to the end of 1914 will be eligible, and will leave Blythwood Square, Glasgow, at 10.30 a.m., heading for Ayr, which they are expected to reach by 3.30-4.30 p.m.

### BENTLEYS AT SILVERSTONE

The Bentley Drivers' Club have their annual members' race meeting at Silverstone tomorrow, 2nd August, when a large and varied programme of sprints, races and high speed trials will be run off, commencing at 11 a.m.

### M.G.C.C. (S.W.) GYMKHANA

ON Sunday, 17th August, the S.W. centre of the M.G.C.C. are holding a Gymkhana at Yale, north of Bristol commencing at 2.30 p.m. Entries can be made on the day.

### COMING ATTRACTIONS

**August 2nd.** West Essex C.C., "Daily Mail" International Race Meeting (F.1, 2, 3 and S.), Boreham, Essex. Start 10.30 a.m.  
**Tenby M.C. Hill-climb,** Lydney, Tenby, Pembs.  
**Bentley D.C. Race Meeting,** Silverstone. Start 11 a.m.  
**Royal Scottish A.C. Veteran Rally** Start, Blythwood Square, Glasgow, 10.30 a.m.  
**S.C.C. of Canada Race Meeting** (F.2, S., T.), Edenvale Airport, Ontario.

**August 2nd-3rd.** Singapore M.C. Johore G.P. Meeting, Malaya.

**August 3rd.** German Grand Prix Meeting (F.2 and S.), Nürburgring, Germany.  
**Aosta-Grand St. Bernard Hill-climb,** Italy.  
**Tour of Calabria (S., T.), Italy.**  
**Adriatic Rally,** Yugoslavia (T.).  
**Liverpool M.C. Driving Tests,** Speke. Start 2.30 p.m.

**August 4th.** Half-Litre Club/"Daily Telegraph" Race Meeting (F.2), Brands Hatch. Start 2 p.m.  
**Bristol M.C. and L.C.C./Sporting O.D.C. Race Meeting,** Thruxton Aerodrome, near Andover, Hants. Start 1.30 p.m.  
**West Cornwall M.C. Trengwainton Hill-climb,** Start 2.30 p.m.

**August 6th.** Newry and Dist. M.C. Driving Tests, Cranfield.

### BANK HOLIDAY MONDAY AT THRUXTON

IT has been said that a Bank Holiday race meeting can seldom fail, and if the entry for the Bristol M.C. and L.C.C. Sporting Owner D.C. joint event at Thruxton aerodrome circuit next Monday is anything to go by, then spectators are due to see some very fine racing. Classes for sports-cars have been arranged for 1,200 c.c., 1,500 c.c., 2,500 c.c. and unlimited capacities supported by two heats and a final for 500 c.c. racing-cars. First race is scheduled for 1.30 p.m.; admission is 3s. 6d., and car parking 6s.

The Lester-M.G.s of Ruddock and Stafford will be doing battle with the Cooper-M.G. of Cliff Davis in classes 2 and 3, class 3 in a Frazer-Nash benefit, to be fought out by Crook, Salvadori, Walton, Mitchell and Peacock, while the unlimited class should prove a mighty struggle, with five Frazer-Nashes, Oscar Moore's H.W.M./Jaguar, two XK 120s, Scragg's Alta-Jaguar, three Healeys, the Allards of Jackson, Ken Watkins, Isard-Davies and Shea-Simonds making up the entry. Placings in the 500 c.c. race will count towards the AUTOSPORT Championship Trophy.

### CLUB FIXTURES

September 1st.	O.D.C. Sprints	Class 1	3rd	Aut.
Sept. 1st.	B. 1000cc. 1st heat	2nd	Aut.	
Welsh Guards C.C. Companions		4th	Aut.	

Jesuit M.C. and L.C.C. Companions d'Eckance 5th Aut.

Vintage S.C.C. 1st. Thrusday meeting  
 Sunday The Phoenix Studios, Woking, Hants.  
 Mid-Cheshire C.C. and Cheshire League 8th Aut.  
 Aut. Sun. Sept. 6th. The Blue Hotel, 3.30 p.m.  
 Cornwall A.C.C. Monthly meeting, 1st Aug.  
 Criterion Arms, Backwater, 8 p.m.

More News from the Clubs on page 154

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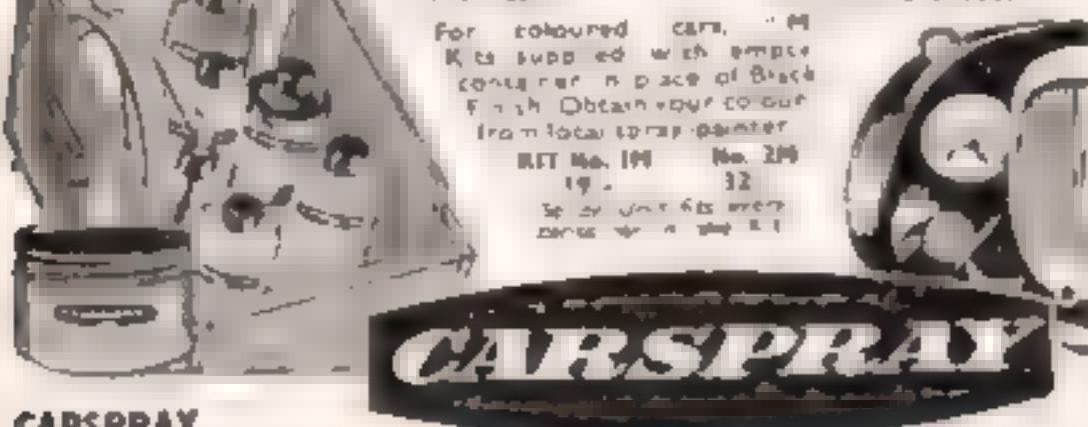
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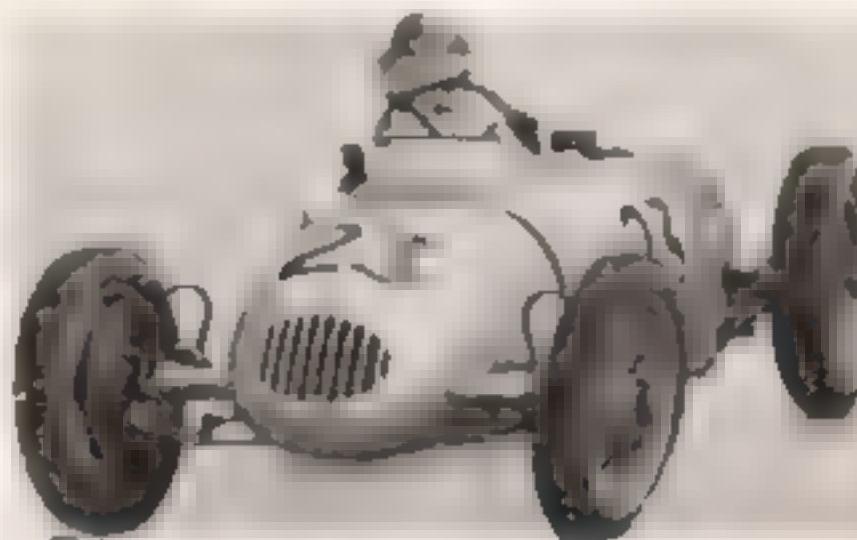
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**News from the Clubs—continued****FIRST WALSALL & DISTRICT C.C.  
A.G.M.**

The Walsall & District Car Club's first Annual General Meeting, held on 16th July, showed it to have completed a successful initial year with a membership of nearly 80 and a balance in the bank of some £50. The President, Alderman W. R. Wheway, was re-elected by a unanimous show of hands. One of the town's foremost citizens, and a former Mayor, as well as a staunch motorist, Alderman Wheway offered a Novice Trophy for club competition. He stipulated that no winner of this award might compete for it again during the following two years.

Cooper exponent Don Truman retains office as Chairman for the ensuing year, likewise Bill Carter, as Treasurer. The Club were sorry that John Carver could no longer cope as Secretary owing to other commitments, and thanked him for doing so much towards establishing the Club on a firm footing. The post of Assistant Secretary was confirmed and Alan Clarke is to assist the new Secretary, Chris Baker-Carr, whose address is Springhill Farm, Camp Road, Canwell, Sutton Coldfield. Telephone Four Oaks 1087 (evenings only).

**NORFOLK "TEN TESTS" RALLY**

The Sporting C.C. of Norfolk gained an entry of 22 for their "Ten Tests" Rally, which was held over a 175-mile route, on Sunday, 20th July. Competitors included Ralph Sleigh, W. B. Black and D. Farquharson. The route led from Norwich Cattle Market to Walton, and the first check at Hockham. At Rattlesden airfield the first tests were conducted, and the second series took place at Marshall.

Crossing into Essex, competitors travelled via Hadleigh, then back north through Stowmarket and South Lopham to Ferofield, where a regularity test was staged on the airfield. At Snetterton four further tests took place, and the very enjoyable run ended at the Caistor Hall County Club, where D. A. Millbank's performance with his Allard emerged as the best of the day, earning him the Norfolk Cup.

**PROVISIONAL RESULTS**

**Norfolk Trophy and Replica:** D. A. Millbank (Allard), 201.4 pts. lost.

**S.C.C. of Norfolk Challenge Trophy and Replica:** A. Marcantonio (Citroën), 287.8

**Novices' Trophy:** Mrs. Dewing (Morris Minor), 263.8

**Class Trophies:** Group 1, Class A: A. E. Cleghorn (Dellow), 204.5

Group 1, Class B: D. Farquharson (Jaguar XK 120), 204.

Group 2, Class A: D. R. Burrell (Hillman Minx), 288.5

Group 2, Class B: A. A. Willment (Bentley Mark VI), 326.3.

**Team Award:** No. 1 Team: A. E. Cleghorn (Dellow), D. Farquharson (Jaguar), A. J. Hind (Renault), 701.3.

**A.C. CONCOURS AND GYMKHANA**

The A.C. Owners' Club's annual Concours d'Elegance and Gymkhana held in the grounds of the Grove Hall Hotel, Twyford, Berks, on Sunday, 20th

July, was favoured with a one-day heat wave which appeared to inconvenience only the judges whose lot it was to make close examination of engines or to crawl about on their bellies inspecting underneath.

It was a most successful day, apart from the weather, the double event producing a record attendance (for a purely domestic event) of 22 A.C.s and some 70 members, wives, children and friends.

The Concours was won by S. C. W. Wilkinson (1937 4-seater drophead).

who only beat L. N. Drew (1948 saloon) by virtue of bonus marks for age. Z. T. Marczewski (1938 2-seater fixed head) was third and F. Fletcher (1937 saloon) fourth. There were 14 entries.

Three non-starters reduced the Gymkhana entry to 17. T. C. Sanders (1933 saloon) put up best performance, winning the Gymkhana Cup by a whisker from L. D. Inwood (1936 sports tourer), the previous holder of the cup. Third was Dr. L. E. L. Ridge (1949 saloon), with L. N. Drew (1948 saloon) fourth.

**"AUTOSPORT" DIRECTORY OF THE CLUBS—5****The Alvis Owners' Club**

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**Vice-President:** John A. Cooper, A.M.I.Mech.E., M.S.A.E., J. H. Coles, A.M.I.Mech.E., R. P. Birks.

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**Principal Events:** Rallies, Concours d'Elegance, etc

Hope Valley Rally (April).

Teme Valley Rally (May).

Thames Valley Rally (June).

Barbecue of Bawtry Bull (July).

Summer Rallies—Edinburgh (August), Hawkstone Park (August).

Northern Main Road Trial (October).

**Headquarters:** No central Headquarters as yet.

**Meetings:** First Wednesday in each month. Meeting places for each of the five sections announced in Bulletin.

**Bulletin:** *Alvistas*, Printed 20 pp., illustrated. Monthly. Editor: R. P. Birks, 201 Yew Lane, Sheffield, 5.

**Whether affiliated to R.A.C.:** No.

**Approximate membership:** 200.

**Prominent Past or Present Members:** W. Charnock; D. G. French; Ron Eader, A. Lees, N. S. Hyslop; Miss Kay Tomlinson.

**Annual Subscription and Entry Fees:** Entry Fees (all classes of membership), £1 1s. Od.; Annual Subscription (all classes of membership), £1 1s. Od.; Car Badge, £1 1s. Od.

**Branches or Centres:**

**South Eastern**—Section Secretary: Brian Connelly, Paddington Hospital, 285 Harrow Road, London, W 9

**South Western**—Section Secretary: R. N. Birt, 25 The Brittox, Devizes, Wilts

**Midland**—Section Secretary: Alfred C. Russell, 98 Glyn Farm Road, Quinton, Birmingham, 32

**Northern**—Section Secretary: Alwyn Ellison, "Rylestone", Earnsdale Avenue, Darwen, Lancs.

**Scottish**—Section Secretary: David M. Gillies, 17 Dudley Gardens, Leith, Edinburgh, 6.

**Overseas—South African Representative:** Mr. Lanham, P.O. Box 1007, Cape Town.

**Hon. General Secretary:** S. R. H. Critchett, "Lavant House", 16 Lavington Road, Broadwater, Worthing, Sussex. Telephone: Worthing 5491.



## THE MIDLAND CIRCUIT TRIAL

**Teddy Moore (Citroën) Wins Difficult Irish Event**

OF the 33 starters in the Irish M.G.C.C.'s Midland Circuit Trial last week-end, only seven lost marks for being late at controls on the road-section, which says a lot for the navigational skill of the crews.

Starting in the Phoenix Park, Dublin, the course consisted of an area notable for the large number of small lanes, very difficult to sort out on the 1-inch O.S. map. In one section between Lucan and the first test at Ballynare there were two almost identical networks of road which gave navigators their biggest headache.

Fastest in the Ballynare test was R. Laird (Dellow) with 28.2 secs., whilst Dr. T. J. McDougald (1½ M.G. saloon) and Kevin Flynn (TD M.G.) tied for second place with 30 secs. Excellent performances in saloons were put up by Tom Lord (Ford Prefect) and Cecil Vard (Consul), with 30.2 and 31 secs respectively. Well known as a two-wheeler expert a few years ago, Teddy Moore accomplished 31.2 secs. with his shining new Citroën. Steve O'Flaherty broke the transmission of his Porsche-powered VW. Bill Young did a fine 31.2 secs. with a Morris Minor saloon

and Guy Baker (Buckler) defeated brother Val (Ford Spl.) by ½ sec. in clocking 31 secs. dead.

Incidentally there was a curious muddle in the "Novice" and "Experts" classes. Miles Digby (Fiat Mouse), a comparative newcomer to trials, was put in the expert category, whilst well-known competition folk such as previous P.A. winner Dr. McDougald, Dermott Faulkner and Dick Wood-Martin were given a non-expert rating.

Test 2 took place at Rathmolyon, where Val Baker returned B.T.D. with 25.2 secs., followed by Kevin Flynn (27 secs.), Guy Baker and Anita Newell (27.6 secs.). Easily the best of the saloons was Teddy Moore with 27.8 secs.; Miles Digby's Fiat "Mouse" did a fine 28.6 secs.

At Clonmellon, a "pylon" test was staged. Paul Goden (M.M. Spl.) was quickest here with 15 secs., followed by Flynn (15.6) and Guy Baker (16.2). Top "closed car" merchant was Tom Lord with 16.4. The second check point and fourth test were located at Rathconnel Corner, where Dubsky's Minx was 26 minutes late. Max Faulkner (M.G.) and

Paul Goden (M.M. Spl.) goes hedging and ditching during the pylon test at Blackwater Bridge in the Midland Circuit Trial

Miles Digby (Fiat) were also late, as was Cecil Vard (Consul). McDougald and Flynn tied for best time with 11 secs., runners-up being Wood-Martin and Val Baker (11.6 secs.).

In Test 5 at Blackwater Bridge, Val Baker and Flynn tied for best with 22 secs., runners-up being Victor Ross (TC M.G.) and Teddy Moore (23.1 secs.). Mrs. P. Britten (Javelin) was particularly neat in the reversing part of this longish acceleration test. Hereabouts we learned of the retirement of Raymond Laird (Dellow) and Harry Reardon (Minx).

Victor Ross was first in the forward-reverse-forward T-road test at Clane with 11.4 secs., 2.4 secs. faster than anyone else. The final test was held at the finish control as Osbertown House Hotel, Naas. Paul Goden (M.M.) was fastest with 8.6 secs., Ross and Hogan tying for next best with 9.2 secs. Leonard (Singer) did an astonishing 7.8 secs., but overshot the finishing line. Dr O'Hara and Cecil Vard were also penalized 5 secs. for this error.

The "Circuit" was a well-organized event, deserving of much greater support from M.G.C.C. members.

H. A. O'B.

### RESULTS

Premier Award: A. E. G. Moore (Citroën), 15 marks

Class 1 (Non-experts, saloons): 1, Dr. T. J. McDougald (M.G.), 59; 2, R. Wood-Martin (Riley), 59; 3, A. Jolly (Austin A70), 47

Class 2 (Experts, saloons): 1, C. Hogan (Minx), 40; 2, T. Lord (Ford Prefect), 37

Class 3 (Non-experts, open cars): Miss Anita Newell (M.G. J2), 21

Class 4 (Experts, open cars), 1, C. K. Flynn (M.G. TD), 35; 2, P. Goden (M.M. Spl.), 31.

### AIRFIELD RACING IN CANADA

Tomorrow, 2nd August, the Sports Car

Club of Canada are holding a race meeting at Edenvale Airport, Ontario, 75 miles north of Toronto. The circuit consists of inter-connected asphalt runways, and is about 1½ miles long. Races are for production and sports-cars, and for Formula 3 racing-cars.

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This incredibly tough Yorkshire Sports-Car Club's 24-Hour Rally was held on 19th and 20th July. Starting from Halifax on Saturday evening 59 competitors gathered at the local dirt-track for Test 1, a new innovation in rally tests. This was to complete two laps of the speedway, a standing followed by a flying lap both to be completed at similar times, cars over 1,500 c.c.'s target being 27.4 secs. and the smaller cars 30 secs. For the technical each lap was 402 yards, the surface dry, loose and very dusty, the turns slightly banked. No competitor succeeded in complete accuracy, indeed most drivers seemed rather overawed by the set-up and failed to go fast enough on the standing lap. Excellent attempts were made by: P. W. T. Dracup (M.G.), 29.8, 29.8 secs.; W. F. Grantham (Jaguar), 27.8, 27.2; J. D. Scott (M.G.), 30.0, 29.6; A. G. Rummel (M.G.), 29.6, 30.0.

## THE NIGHT SECTION

Leaving Halifax, the first 12 miles led through industrial areas, those using local knowledge and attempting short cuts soon found trouble as a secret check was placed only three miles out! First time check was at Thursden with the majority on time. Here was Test 2, a timed climb, dead engine start, with headlamps on, a fair surface with a 1 in. gradient. Nearly all were clean here.

Thursden to Downham looked easy on the map, but a filthy wet night, twisty third class roads, fair surface, made the all-in 30 m.p.h. average hard going. On through Keasden to Deepdale, some 17 miles, was the toughest part of the journey, roads being in places a foot deep in loose stones, many saloons failing to get through on the level(!) and the treacherous descent to Deepdale, whilst totally surrounded by cloud, hopelessly upset timing calculations; after this to a time check at Kirkby Lonsdale. The route led next to Barbondale, Casterton

\*  
*CINDER SHIFTING T A Smith's Rover saloon during the Halifax dirt-track tests*

and to Ingleton for a half-hour's break

Restarting came a long section of 39 miles to Sionessdale, again mainly bad and twisty third class roads, on through Buttertubs Pass again covered in cloud to Tarn Hill Inn reputed England's highest, down over Hope Moor to a time check at Stang. One competitor here was 115 minutes late, only a handful on time and the runners down to 30

Stang to Bragg House had an extra five minutes allowed to open nine gates! Throstle Gill to Summer Lodge caused great difficulty due to a maze of conflicting lanes and nearly all the remaining few lost marks here!

## MANY FAILURES

Summer Lodge, the old London-Edinburgh hill, surely the steepest open road left, was in its worst mood, wet slimy and with a nasty S bend on a 1 in 5 gradient causing many failures. One Consul failed even in reverse though an Anglia romped up!

Next to Great Hunters through Woodale some 22 miles, this section definitely favouring those with local knowledge, one poor competitor after 10 miles arrived back where he started! Down Park Rash to Wharfedale, up to Mawham Moor, again the roads beating the average, more people lost, stolen or strayed, on through Bolton Bridge to the

aerodrome at Sherburn in Elmet where three tests had been laid out.

Test 1. Line A, engine stopped, round pylons, reverse between pylons into garage to flying finish

Best times: 1. K. Lee (M.G.), 20.8 secs.; 2. H. C. Mason (M.G.), 21.6; 3. E. V. Lewis (M.G.), 21.8

Test 2. Line A, engines running forward, chicane on right, anti-clockwise round pylon to stop astride line C, reverse past pylon, forward between pylons to flying finish

Best times: 1. E. V. Lewis (M.G.), 21.2 secs.; 2. A. Stoors (M.G.), 26.2; 3. A. Burnley (M.G.), 26.2

Test 3. The Monte-Sherburn, the now well known Monte Carlo test

Best times: 1. K. Lee (M.G.), 38.4 secs.; 2. D. W. Dracup (M.G.), 39.2; 3. A. G. N. Rummel (M.G.), G. V. Lewis (M.G.), 39.8

From there to the finish at Harrogate. This rally, locally known as the Yorkshire Mile Match, fully lived up to its past great reputation. It was tough, very hard going, particularly for saloons. Although the route card said "No Colonial Sections" it would have been fairer to mark a good half as at least "Dominion". Extraordinarily enough, out of the 27 to finish 10 were novices results showing only J. D. Scott to have a clean sheet, though K. Lee (M.G.) only lost one minute on the road section, third man home D. Rayner (Allard) had lost 82 marks!

FRANCIS PENN and DON RAYNER

## RESULTS

**Outright Winner, also Scarborough Trophy:** J. D. Scott (M.G.), +27½ marks

**Second, Eric S. Myers Trophy:** K. M. Lee (M.G.), +25½ marks.

**Third, Special Award:** D. S. Rayner (Allard), -82 marks

**Class 1. Open cars up to 1,500 c.c.:** 1. W. D. Bleakley (M.G.), 105½; 2. J. K. Armstrong (M.G.), -228; 3. E. V. Lewis (M.G.), -245½

**Class 2. Closed cars, all capacities:** 1. J. W. Fleetwood (Ford Anglia), -799½; 2. C. W. Whittley (Vanguard), -984; 3. W. L. Winder (Javelin), -1,107½

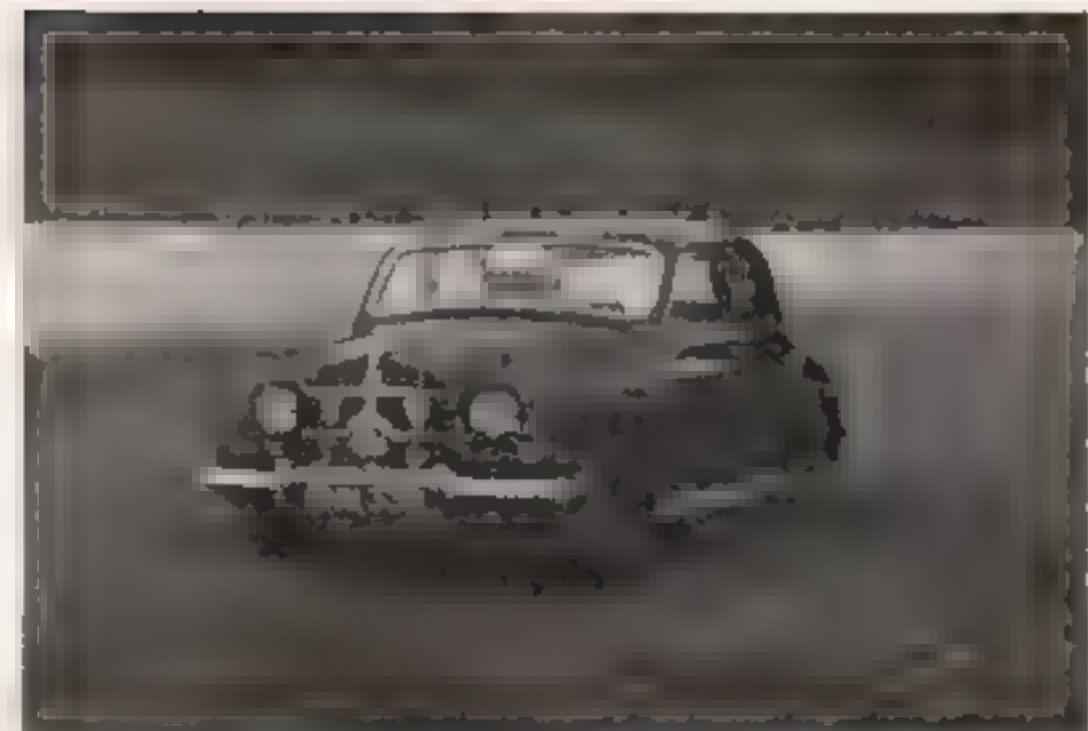
**Class 3. Specials:** W. S. Underwood (De lloyd), -1,421

**Novice Award:** D. Western (Dellow), 947½

**Team Prize:** The White Thorns. A. Stoors, H. Mason, V. Lewis (M.G. TDI).



SHERBURN TESTS: Don Rayner's Allard, third in general order, which carried AUTOSPORT's representative through the Rally



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**1936** M.G. NA-type, specimen condition. £275—Montrose Motors, 91 Epping New Road, Buckhurst Hill, Essex. Buckhurst 1171.

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